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The City of Santa Cruz

GENERAL PLAN AND LOCAL COASTAL PROGRAM 1990-2005

General Plan adopted October 27, 1992
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INTRODUCTION
(Pages 1-11)

INTRODUCTION

A. SANTA CRUZ 2005

Concern about and commitment to quality of life are revealed in community attitudes about the type of place Santa Cruz should be and a resulting vision of Santa Cruz in 2005 as a sustainable community. The General Plan has defined this vision of a sustainable Santa Cruz as:

> **A compact, vital, urban place defined and enhanced by an ocean, greenbelt and diversity and quality of its natural and built environment, contributing to a satisfying lifestyle for all its residents and workers, and offering an inviting experience for visitors.**

Key to this vision is the desire to protect and enhance the qualities defining Santa Cruz' sense of place. A greenbelt of agricultural/grazing lands and natural areas surrounds the City, and the San Lorenzo River, beaches, coastal bluffs and foothills give form and definition, maintaining it at a compact and manageable size. Maintaining this compact urban form makes it easy for residents, workers and visitors to circulate, and promotes efficient land use by concentrating growth and development within already developed areas. Other essential parts of this vision are striving for balanced population and job growth; ensuring economic health and viability, affordable housing, adequate community activities and services, and a multi-modal transportation system; protecting the Monterey Bay National Marine Sanctuary, open space land uses, biotic habitats and preserving the integrity of residential neighborhoods, historic areas and landmarks.

B. PURPOSE OF THE GENERAL PLAN

The State of California requires each City to adopt a long-range and comprehensive General Plan to guide the physical development of the City and any land outside of the City's boundaries bearing relation to the City's planning. The Santa Cruz General Plan is an assessment of the amount, location, type and phasing of anticipated development through 2005. It is also designed to increase awareness of and pursue environmental, land use, design, housing, circulation, economic, cultural and community facility goals and needs. The General Plan does not specify every detail of community change, rather it anticipates the changes Santa Cruz will face and provides guidelines for change while preserving environmental resources, generating economic stability and maintaining an adequate level of public services and facilities. Coordinated efforts among public officials, regional agencies, private owners, lending institutions, developers and the general public, all of whom maintain a continuing interest in the local community, are key to achieving these goals.

C. PURPOSE OF THE LOCAL COASTAL PROGRAM

The City has prepared and adopted its Local Coastal Program as a part of the General Plan. The Local Coastal Program is composed of a land use plan, implementing ordinances and maps applicable to the coastal zone portions of the City for the purpose of preserving unique coastal resources pursuant to the requirements of the California Coastal Act. (Public Resources Code 30000 et. seq.)

D. CONTENT AND ORGANIZATION OF THE GENERAL PLAN

The City's General Plan covers a 15-year time frame (1990 to 2005) and consists of adopted maps, goals, policies, programs and accompanying text. The General Plan's timeline extends to 2005 to take into account a broader planning horizon and achieve synchronization with the National Census, University of California at Santa Cruz' (UCSC) Long Range Development Plan, and other regional data sources. The Plan consolidates and supersedes the 1980 Santa Cruz General Plan, 1973 Open Space and Conservation Element, 1976 Seismic Safety and Safety Element, 1987 Housing Element, 1983 Urban Parks and Recreation Recovery Plan, 1974 Historic Preservation Plan, 1976 Noise Element, 1985 Local Coastal Program, and several other planning documents.

The goals, policies and programs developed in the City's General Plan address seven mandated elements: land use, circulation, housing, conservation, open space, noise and safety (Government Code Section 65302). These elements and additional subject matter are woven together into a single document addressing community concerns and interests. See Table I-1 for the relationship of state mandated elements to the City's General Plan Chapters.

A Community Profile precedes the specific elements of the General Plan providing the context shaping City growth. Following the Community Profile, the General Plan is divided into 12 element chapters, including: Environmental Quality, Community Design, Land Use, Circulation, Housing, Economic Development, Community Facilities and Services, Parks and Recreation, Cultural Resources, Safety, Area and Specific Plan Summaries and Local Coastal Program. These chapters provide textual information followed by appropriate goals, policies and programs.

In addition to these element chapters, the General Plan also includes an Implementation and Monitoring chapter and Glossary. See Table I-2 for a brief description of each General Plan chapter. The Implementation and Monitoring chapter identifies the responsible agencies and time frames for putting into effect various General Plan policies and programs, and outlines a monitoring program for the Plan. An Environmental Impact Report (EIR) also accompanies and is part of the General Plan, providing a technical analysis of environmental impacts, background environmental information, and an analysis of policies within the General Plan.

E. PUBLIC PARTICIPATION AND UPDATE PROCESS

Anticipating the lengthy public process required for the production of a new General Plan, the City initiated a process of updating its 1980-1990 General Plan and Local Coastal Program in 1987. The Loma Prieta Earthquake interrupted progress on the Plan in 1989, as resources and attention focused on earthquake recovery and rebuilding the Downtown. The update process was resumed in the fall of 1990. A draft General Plan (including the Local Coastal Program) and EIR were released in May of 1992. The City Council adopted the General Plan on October 27, 1992. The Local Coastal Program was certified by the California Coastal Commission on _____.

The update process focused on the City Planning Commission as the lead group in coordinating the General Plan. Other City advisory boards, commissions, departments and

Task Force groups, individuals and private groups were involved in developing goals, policies and programs in their respective areas of expertise and interest.

F. ADMINISTRATION OF THE GENERAL PLAN AND LOCAL COASTAL PROGRAM

Adoption of the General Plan and Local Coastal Program is only one step toward providing a suitable living environment and necessary services for all the residents and workers of Santa Cruz. Periodic review of progress in General Plan implementation and active participation by both the public and private sectors to foster the development of projects addressing local needs are necessary to achieve stated goals.

State law permits up to four General Plan amendments per mandatory element and three Local Coastal Program Amendmends per year. Most amendments propose a change in the land use designations of particular property. However, as time goes on, the City may determine that it is necessary to revise portions of the text and policies to reflect changing circumstances or philosophy. Any citizen wishing to amend the General Plan and/or the Local Coastal Program would follow the procedure outlined in Table I-3.

G. SUMMARY OF THE 1990-2005 GENERAL PLAN GOALS

Environmental Quality

GOAL EQ 1:	Protect City residents from the health hazards of air pollution and maintain high air quality standards by implementing air quality monitoring and control strategies that comply with State and Federal Clean Air Acts.
GOAL EQ 2:	Protect the water quality of ocean, watershed lands, surface waters and ground water recharge areas from sedimentation, pollution and salt-water intrusion.
GOAL EQ 3:	Preserve agricultural and grazing lands and control erosion and siltation to reduce loss of valuable soils, damage to water resources and biotic resources, and potential hazards.
GOAL EQ 4:	Protect and enhance natural vegetation communities and wildlife habitats throughout the City.
GOAL EQ 5:	Implement, to the greatest degree possible, transportation strategies that reduce the consumption of fossil fuels, and energy strategies that increase energy-efficiency and energy conservation in all sectors of energy usage and which increase the production and use of renewable energy sources within the City.
GOAL EQ 6:	Maintain an environment that is not degraded by excessive urban noise by establishing compatibility standards for land uses and noise levels, protecting new land use from the impacts of excessive traffic noise and mitigating the impacts of road projects.

Land Use

GOAL L 1:	Develop a sustainable community in terms of environmental protection, land-use distribution and densities, housing types and styles, economic development and job opportunities, and opportunities for social and cultural expression and recreation.

GOAL L 2: Provide for a variety and balance of residential, commercial, and industrial land uses while protecting environmental resources and responding to changing community needs, interests and development constraints.

GOAL L 3: Protect the quality of, and prevent significant new incursion of urban development into, areas designated as open space or agricultural lands and provide, when possible, permanent protection of these lands, recognizing their value in inhibiting urban sprawl and maintaining City identity, as a natural resource with significant biotic resources and/or their potential for providing scenic, recreational and educational enjoyment.

GOAL L 4: Plan community facilities and services to serve the projected population, allowing development only when adequate facilities and services are provided and are available to serve it.

GOAL L 5: Develop compatible relationships between land-use and circulation patterns and encourage land use patterns that encourage an efficient transportation system and discourage urban sprawl and excessive dependence on the automobile.

Community Design

GOAL CD 1: Maintain a compact City with clearly defined urban boundaries.

GOAL CD 2: Protect and enhance the City's natural setting and scenic resources.

GOAL CD 3: Maintain and enhance the City's unique built character and emphasize a human/pedestrian scale to development.

GOAL CD 4: Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character or quality.

GOAL CD 5: Improve the visual quality of the City's major roadways and entrances to enhance an area's sense of place and provide imageable paths and entrances throughout the City.

GOAL CD 6: Enhance the landscaped quality of the City and ensure an emphasis on landscape practices, management and plant species that are climate-appropriate to Santa Cruz.

Circulation

GOAL C 1: Develop a comprehensive, multi-modal circulation planning program that takes as its highest priority reduction of automobile trips by the creation of viable alternative transportation modes, effective transportation systems management programs, and integration of land-use and circulation planning.

GOAL C 2: Develop and promote pedestrian travel as a viable transportation mode by developing and maintaining a safe, comprehensive, convenient, accessible and aesthetically pleasing pedestrian system.

GOAL C 3: Develop a safe, convenient and effective bikeway system that promotes bicycle travel as a viable transportation mode and connects work, shopping, schools, residential and recreational areas.

GOAL C 4: Aggressively pursue development of a comprehensive and integrated mass transit system including buses, paratransit and rail transit/fixed guideways to provide increased mobility in the community.

GOAL C 5: Maximize the efficiency and safety of the existing road system while ensuring that it accommodates all modes of travel, operates at an acceptable level of service, and is not expanded unnecessarily.

GOAL C 6: Develop a Transportation Systems Management (TSM) program that reduces automobile use by reducing travel need, encouraging the use of alternative transportation, increasing the average number of persons per automobile, and improving the operation of the existing road system.

Housing

GOAL H 1 : Provide adequate sites and opportunities to meet identified regional fair share housing allocations for Santa Cruz.

GOAL H 2: Provide for the development of adequate housing and supportive services for special needs populations such as the elderly, physically disabled, chronically ill, mentally disabled, large/overcrowded households, agricultural workers, students, single-parent households and the homeless.

GOAL H 3: Strive to provide an increased number of affordable housing units to meet the needs of very-low, low- and moderate-income households in the City, in particular smaller-sized rental units, in order to approximate as closely as possible the actual income distribution of the City's population.

GOAL H 4: Conserve and improve the existing housing stock throughout the City and in designated target areas.

GOAL H 5: Facilitate the development of non-traditional housing types such as Transit-oriented developments, halfplexes, zero-lot line developments, Co-Housing, and other community-oriented and energy-conserving housing and land uses.

Economic Development

GOAL ED 1: Foster economic development programs that provides diverse opportunities for stable, meaningful work at livable pay, meets retail and service needs of residents and visitors, creates a strong municipal tax base, preserves environmental quality, and enhances the character and quality of community life.

GOAL ED 2: Enhance Santa Cruz's role as a retail and service center within the region and expand the existing retail and service base.

GOAL ED 3: Encourage the development of a diverse industrial base that is socially beneficial, non-polluting, non-depletive of natural ecosystems and provides jobs for Santa Cruz workers.

GOAL ED 4: Promote revitalization of the Downtown Central Business District as the City's center for commerce, office, culture, entertainment restaurant activity, and mixed use residential.

GOAL ED 5: Encourage the growth of off-season and off-peak tourism by enhancing the City's potential to attract tourists through urban design improvements,

promotion, development of visitor attractions and provision of a variety of overnight accommodations.

Community Facilities and Services

GOAL CF 1: Manage City government efficiently ensuring environmental quality, maximum benefit to the community at reasonable tax expense, citizens' access and participation in decision-making, accessibility to all public facilities, and cooperation with other jurisdictions and private service and facility providers.

GOAL CF 2: Work in cooperation with the Santa Cruz City Schools, private schools, UCSC, Cabrillo College and other educational providers, to promote their educational objectives.

GOAL CF 3: Ensure that children, youth and families of Santa Cruz live in a secure, healthy and safe environment and are provided with opportunities to develop to their fullest potential.

GOAL CF 4: Encourage a full range and adequate distribution of health and medical services serving City residents.

GOAL CF 5: Expand and optimize the quality of the City's libraries and communication and information network.

GOAL CF 6: Supply the water needs of the City's projected 2005 population through water conservation, and then through augmentation of the City's water supply only if necessary, and also ensure water quality and enhance the water distribution system.

GOAL CF 7: Provide an adequate and environmentally sound wastewater collection, treatment and disposal system.

GOAL CF 8: Increase, to the greatest extent possible, the use of recycled materials and eliminate practices resulting in the unnecessary waste and disposal of natural resources.

GOAL CF 9: Provide a storm water drainage system capable of conveying a 100 year storm in the trunk drainage system and 10 year storm in the minor storm drainage system.

Parks and Recreation

GOAL PR 1: Provide for an adequate and well-balanced supply of parks and recreational lands to meet the needs of Santa Cruz residents.

GOAL PR 2: Ensure that adequate types, numbers and distribution of recreational facilities are available to residents of Santa Cruz.

GOAL PR 3: Provide and support recreational programs, cultural events and festivities that relate to the diverse needs, customs, traditions, interests, and resources of the community.

GOAL PR 4: Establish a City-wide system of pedestrian, bicycling and hiking trails to enhance opportunities for recreational enjoyment.

Cultural Resources

GOAL CR1:	Ensure the protection and proper disposition of archaeological and paleontological sites to preserve resources important to the community's heritage.
GOAL CR 2:	Designate, protect and enhance those structures and landmarks contributing to the cultural, historic and architectural character of Santa Cruz.
GOAL CR 3:	Maintain adequate local museum and exhibition facilities.
GOAL CR4:	Support and encourage visual and performing arts exhibits, events, festivals and classes throughout the community.

Safety

GOAL S 1:	Minimize geologic hazards to people and property that result from conditions of the land and human activity.
GOAL S 2:	Minimize hazards to people and property resulting from seismic activity.
GOAL S 3	Minimize risks to residents as a result of flood hazards.
GOAL S 4:	Provide an adequate level of fire protection and prevention services to minimize the risks from fire.
GOAL S 5:	Provide a safe and secure environment for people and property in the community by promoting community-oriented policing as the preferred approach to providing law enforcement services.
GOAL S 6:	Protect City residents and natural resources from the risks inherent in the transport, distribution, use and storage of hazardous materials and reduce the use of toxic materials, to the greatest extent possible, rather than permitting their disposal into the air, water, or land.
GOAL S 7:	Enhance and improve City disaster planning for earthquakes, flooding, tsunamis, hazardous materials incidents and other hazards.

Table I-1

Relation of General Plan Chapters to State-Mandated Elements and the Local Coastal Program

Santa Cruz General Plan Chapters	State-Mandated Elements							
	Land Use Element	Circulation Element	Housing Element	Conservation Element	Open Space Element	Noise Element	Safety Element	Local Coastal Program Chapter
II. Community Profile	✓		✓					
III. Environmental Quality	✓			✓	✓	✓		✓
IV. Community Design	✓				✓			✓
V. Land Use	✓	✓		✓	✓		✓	✓
VI. Circulation	✓	✓						✓
VII. Housing	✓		✓					
VIII. Economic Development	✓							✓
IX. Community Facilities & Services	✓	✓		✓				✓
X. Parks and Recreation	✓				✓			✓
XI. Cultural Resources	✓							✓
XII. Safety	✓				✓		✓	✓
XIII. Area Plans and Specific Plan Summaries	✓							✓
XIV. Local Coastal Program	✓							✓
XV. Implementation and Monitoring	✓	✓	✓	✓	✓	✓	✓	
X. Glossary	✓							✓

Table I-2

General Plan Elements

Element	Content
Environmental Quality:	The Environmental Quality Element is concerned with protecting the natural environment and conserving resources. The Element is divided into six sections: Air Quality, Water Quality, Soils, Biotic Resources, Energy and Noise.
Community Design:	The Community Design Element is concerned with how Santa Cruz looks and feels, and develops policies and programs needed to keep Santa Cruz a quality place to live, work, raise a family and visit. The Element is divided into six components: Urban Form, Natural Setting and Scenic Resources, Character and Scale of the Built Environment, Neighborhood Quality, Imageable Paths and Entrances, and Landscaping.
Land Use:	With the Land Use Diagram, the Land Use Element identifies the general location, density, and extent of land available for housing, business, industry, natural resource, recreation and other uses. The Element is divided into six sections: Balanced Community, Residential, Commercial and Industrial Lands, Open Space Lands, Concurrency, Land Use and Circulation, and Land Use Diagram and Designations.
Circulation:	The Circulation Element aims to accommodate travel demands and reduce automobile travel by developing a comprehensive, multi-modal circulation system. The Element is divided into six sections: Circulation Planning, Pedestrian System, Bike System, Mass Transit, Road System, and Transportation Systems Management.
Housing:	The Housing Element is concerned with providing an adequate supply of sound, affordable housing in a safe and satisfying environment for all residents. The Element is divided into seven sections which assess the City's housing issues. They are: Housing Characteristics, Review of 1987 Housing Element, Housing Needs, Housing Opportunities, Housing Constraints, and Housing Goals, Policies and Programs.
Economic Development:	The Economic Element establishes the City's intent and policy with regard to economic activity and fiscal health. It is divided into five sections: Economic Principles, Retail Trade and Commercial Services, Industry, Downtown Revitalization, and Tourism.
Community Facilities and Services:	The Community Facilities and Services Element assesses the implications of projected growth upon community facilities and services in terms of maintenance, improvement, accessibility, expansion and the reduction of wastefulness. It is divided into nine subject areas: City Government, Education, Children, Youth and Families, Health and Medical Services, Communications and Information Network, Water Supply, Conservation, Quality, and Distribution, Wastewater Treatment, Solid Waste Disposal and Recycling, and Storm Drainage.
Parks and Recreation:	The Parks and Recreation Element analyzes the City's parks and recreation needs and provides a direction for attaining them through the year 2005. The Element is divided into four sections: Parks and Recreational Lands, Recreational Facilities, Recreational Programs and Cultural Festivities, and Recreation Corridors.
Cultural Resources:	The Cultural Resources Element analyzes and provides policies to protect and enhance cultural resources and activities within the City. It is divided into four sections: Archaeological and Paleontological Resources, Historic and Architectural Resources, Museums, and Visual and Performing Arts.
Safety:	The objective of the Safety Element is to minimize human injury, loss of life, property damage, and economic and social dislocation due to natural and human-made hazards. The Element is organized into seven sections: Geologic Hazards, Seismic Hazards, Flooding Hazards, Fire Hazards, Police Services, Hazardous Materials and Emergency Preparedness.
Area and Specific Plans Summaries:	The Area and Specific Plans chapter provides a summary of the intent, goals and policies of specific areas in the City, including: Beach, Downtown, Lighthouse Field, Moore Creek, Natural Bridges State Beach, Neary Lagoon Management Plan, San Lorenzo River, Santa Cruz Harbor, Seabright, Twin Lakes State Beach, UCSC, UCSC Long Marine Lab and Western Drive.
Local Coastal Plan (LCP):	The Local Coastal Program outlines the City's Local Coastal Land Use and Implementation Plans to meet the specific requirements of the California Coastal Act.
Implementation and Monitoring:	The Implementation and Monitoring chapter outlines various implementation as well as monitoring programs and strategies and is divided into three sections: Implementation Tools; Major Projects; Potential Funding and Implementing Agencies and Timelines; and Monitoring Programs.

Table I-3

General Plan and Local Coastal Program Amendment Process

1. Prior to filing an official application for a General Plan and/or Local Coastal Program amendment, the prospective applicant should discuss the proposed amendment with the City's Planning Director. This gives the applicant a first-hand opportunity to find out the details of the amendment process as well as any concerns the City may have about the proposed changes.

2. Should the applicant decide to proceed with an amendment, the next step is to file an official application with the Planning Department and pay the required processing fees.

   City policy requires that all applications for changes in land use designation be accompanied by a development plan of sufficient detail to ascertain the potential impacts of the proposed project on the site and the surrounding area. What constitutes sufficient detail is determined by the Planning Director on a case-by-case basis.

   Environmental review in accordance with the provisions of the California Environmental Quality Act (CEQA) will be required of every General Plan and Local Coastal Program amendment.

3. Once an application is submitted, it will be placed on an agenda for public hearing before the City Planning Commission according to the schedule established by the Planning Commission for General Plan and Local Coastal Program amendments. Prior to the Planning Commission hearing, the City, in accordance with State Government Code, will provide notice to the public of the hearing date and the item to be discussed. For an individual amendment, this typically involves a legal notice in the Santa Cruz Sentinel and a mail notice to all property owners within 300 feet of the subject property. (Major amendments affecting the entire community, such as an update of the Plan, are noticed differently because of their scale. In such cases, state law provides alternative methods of notification that do not require mailing to individual property owners.) Local Coastal Program amendments will also require a summary of measures taken to ensure public participation including a list of hearing dates; sample notice; indication of where and when notice published and/or to whom mailed; names and addresses of all hearing participants and commenters; copies or summaries of significant comments received at the local hearing, and an indication of local government response to each comment.

4. Planning Department staff will prepare a report to the Planning Commission for the public hearing, describing in detail the proposed amendment, discussing the amendment's relationship to and effect on other sections of the General Plan or LCP, any environmental or other impacts that may result, measures necessary to carry out the amendment, and comments from other City departments or affected government agencies. The staff also will state whether the Planning Commission should recommend the amendment to the City Council for approval. The staff report is sent to the Planning Commission, the applicant, and in the case of a Coastal amendment, to the Coastal Commission staff. The staff report, comments from the applicant, and other public testimony become factors in the Planning Commission, City Council and, in the case of a Local Coastal Program, the Coastal Commission's final actions.

   State law requires that any decision on a General Plan and Local Coastal Program amendment be supported by findings of fact. These findings are the rationale for making a decision either to approve or deny a project. While specific findings may be applied on a project-by-project basis, at least the following standard findings should be made for each General Plan and Local Coastal Program amendment:

   (1) The proposed amendment is deemed to be in the public interest.

   (2) The proposed General Plan and/or Local Coastal Program amendment is consistent and compatible with the rest of the General Plan and LCP and any implementation programs that may be affected.

   (3) The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare.

   (4) The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

   City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process and requirements described above to ensure consistency and compatibility with the Plan. This includes appropriate environmental review, public notice, and public hearings leading to an official action by Council resolution.

5. Amendments to the General Plan and/or Local Coastal Program will go from the Planning Commission to the City Council for approval. Once approved by the City Council the General Plan amendment will become effective, except in the case of a Local Coastal Program amendment which must be approved by the Coastal Commission before becoming effective.

COMMUNITY PROFILE — 1992
(Pages 12-38)

A. REGIONAL SETTING, CITY LIMITS AND PLANNING AREAS

The City of Santa Cruz, one of the oldest cities in California, celebrated its bicentennial in 1991. Founded in 1791 and incorporated in 1866, it is located approximately 75 miles south of San Francisco in Santa Cruz County, and situated on the northern shore of Monterey Bay. (See Map CP-1).

1. County of Santa Cruz

The County of Santa Cruz is the second smallest county in land area in California. However, it ranks 10th in population density with an estimated 1990 population of **229,700** and population density of approximately 520 persons per square mile. The topography of the county can be divided into three areas — Santa Cruz Mountains to the north and northeast, coastal terraces along Monterey Bay, and Pajaro Valley to the south and southeast. Of the County's 441 square miles, approximately 74% are privately owned and not urbanized (undeveloped, rural, agricultural, open space, or developed in parcels larger than 5 acres), 14% are urbanized, and 12% are in public ownership.

The unincorporated area of the County is divided into urban and rural areas by an Urban Services Line. This line serves to direct countywide growth into urban areas where services are more readily available and less costly. The major urban concentrations are located within or adjacent to the four incorporated cities of Santa Cruz, Watsonville, Capitola, and Scotts Valley. The unincorporated areas of Live Oak, Carbonera, Soquel, Aptos and Freedom and more rural areas of Boulder Creek, Ben Lomond, Felton, La Selva, and Davenport also have concentrations of people.

The County's mild weather, proximity to several northern California metropolitan centers, and scenic and recreation resources make it a popular day and extended-stay recreation area. As a result, the County's population is subject to large seasonal variations due to an influx of visitors during summer and other peak recreational periods.

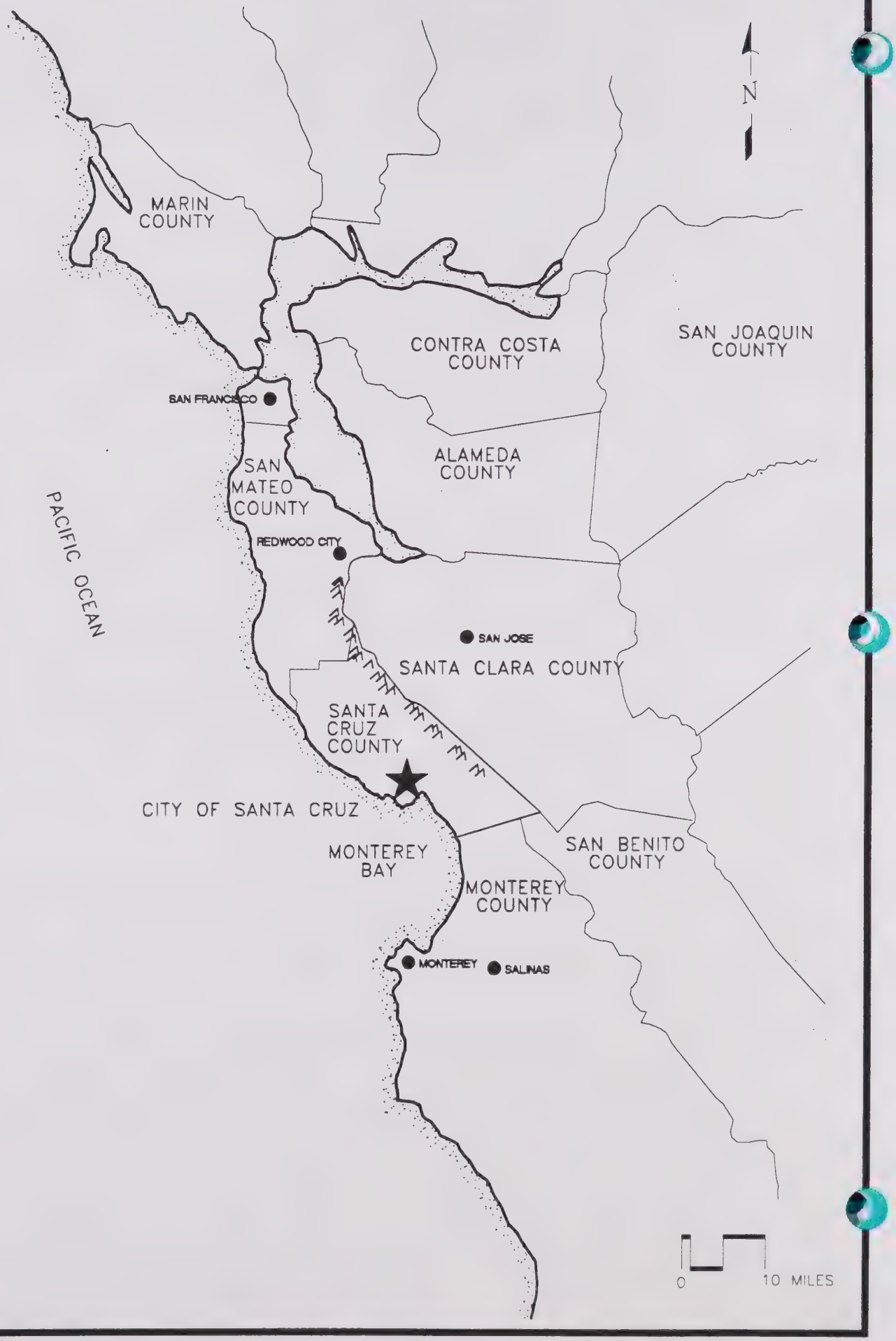
2. City of Santa Cruz

Santa Cruz is the largest city in Santa Cruz County and serves as the County government seat. Since its founding, it has been the urban center of the County providing employment and commercial, governmental, social, educational and cultural services to the larger area. The establishment (1964) and growth of the University of California at Santa Cruz (UCSC) have reinforced the City's role as a major social and cultural center.

The City occupies a picturesque location along the banks of the San Lorenzo River, between the Pacific Ocean and the Santa Cruz Mountains. It is met on the south by the Monterey Bay; public and privately owned lands along the City's western, northern and eastern boundaries form a greenbelt of open space land uses which include agriculture and grazing lands, natural areas, parks, coastal recreation and low-density residential areas. These areas give definition to the City and serve as barriers to further expansion of urbanization.

MAP CP-1: REGIONAL SETTING

The City of Santa Cruz, California



The City limits enclose approximately 12 square miles and in 1990 the City's population density was 4,142 persons per square mile. (See Map CP-2). The City exercises zoning control and provides public services including water, sewer, refuse, parks, police and fire protection to this area. The City's Sphere of Influence, adopted by the Santa Cruz County Local Agency Formation Commission (LAFCO) in 1983, is nearly coincidental with the city limits. (See Map CP-3). The Sphere of Influence represents "a plan for the City's ultimate physical boundaries and service area" and contains unincorporated lands over which the County has land use control.

For statistical and analytical purposes, the City has been divided into seven Planning Areas reflecting census tracts and key physical and topographical boundaries. These seven planning areas are: UCSC, Upper Westside, Lower Westside, Central Core, Harvey West, Upper Eastside and Lower Eastside. (See Map CP-4).

B. POPULATION AND DEMOGRAPHICS

1. Population Growth

Since the 1960's, the City of Santa Cruz has grown at a relatively steady rate, experiencing short periods of rapid growth correlated with the opening and expansion of the University of California campus. In 1960, the City's population was **26,600;** by 1990, it had increased to **49,711** persons, approximately 21.6% of the County's 1990 population.[1] (See Table CP-5)

From 1990 to 2005 the City is projected to grow at an annual rate of 1.22%, adding 9,959 new residents, resulting in a population of approximately **59,670** people by 2005. This represents a 20% increase in the City's population. During the same 15 year time frame, the County (including cities) is projected to grow at an annual rate of 1.27%, adding 47,800 residents for a population of 277,500 by 2005, which is a 21% increase. (See Table CP-6 and Map CP-7)

The single largest factor in the City's population growth will be the University. Economic diversification and population growth factors such as natural birthrates and migration to the City for non-University related reasons, are projected to have comparatively minor effects on growth through the year 2005.

In 1990, UCSC had an enrollment of 9,396 full time students. By 2005, UCSC enrollment is projected to be 15,000 full time students, a 60% increase from 1990. By 2005, the on-campus resident population is expected to increase by 142% from 5,000 to 12,100 people, assuming that UCSC's on-campus housing goals are met.[2] This represents a 5.63% annual rate of growth. The City, excluding UCSC on-campus resident population, will grow by 5.3%, from 45,100 to 47,500 people, reflecting a .46% annual rate of growth.

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[1] 1990 Census. The City believes the 1990 Census undercounted the City's actual population and has requested a 1995 Census for a better estimate of the City's actual population.

[2] The University's Long Range Development Plan states a goal of providing on-campus housing for 70% of all undergraduates, 25% of faculty, and 50% of graduate students in degree programs, and 50% of staff hired from outside of Santa Cruz County on-campus by the year 2005.

MAP CP-2 CITY LIMITS

The City of Santa Cruz, California



LEGEND

CITY LIMITS

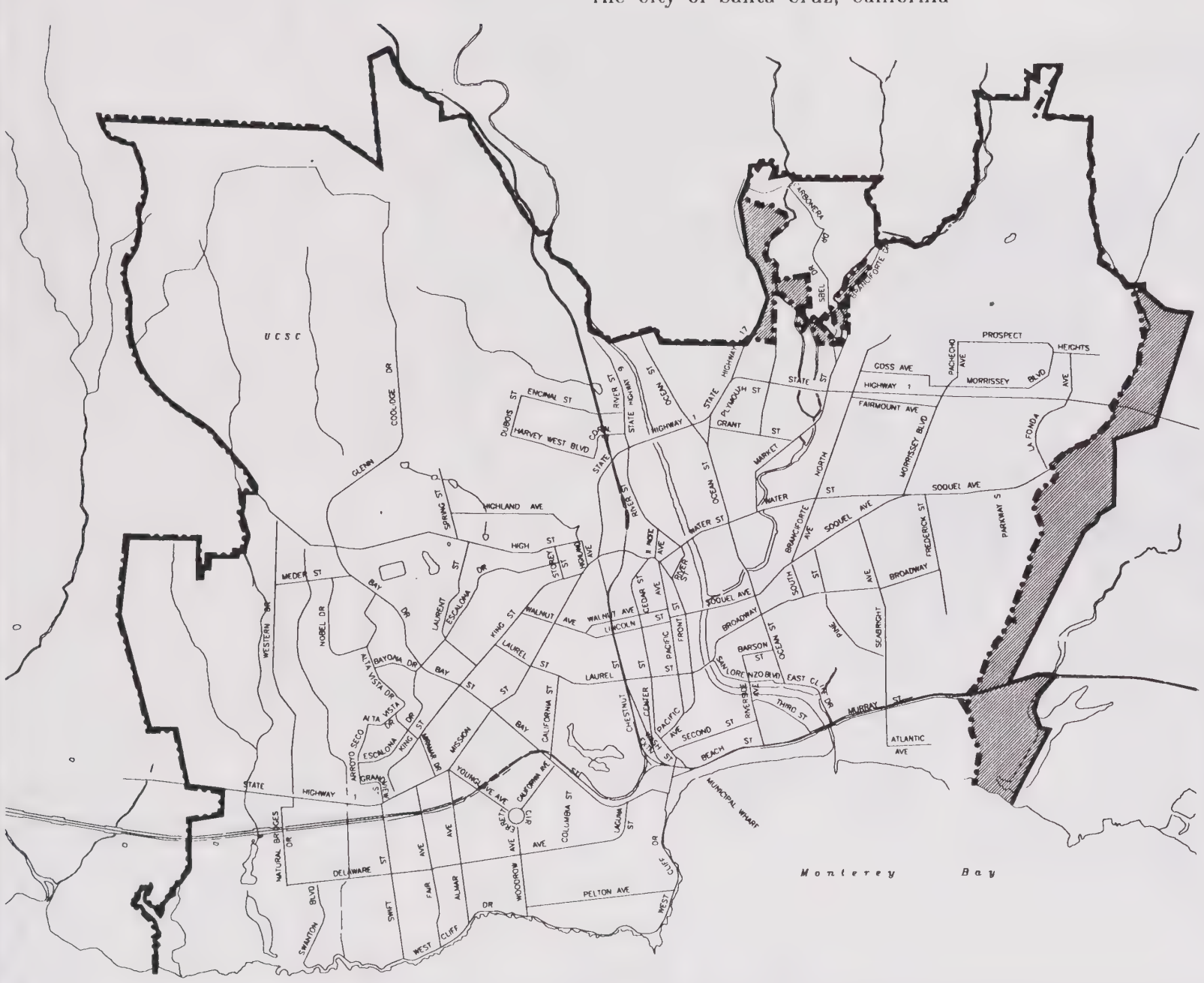
Source: City of Santa Cruz Planning Department

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MAP CP-3: SPHERE OF INFLUENCE

The City of Santa Cruz, California





LEGEND

- SPHERE OF INFLUENCE
- CITY LIMITS

Source: City of Santa Cruz Planning Department

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MAP CP-4: PLANNING AREAS

The City of Santa Cruz, California

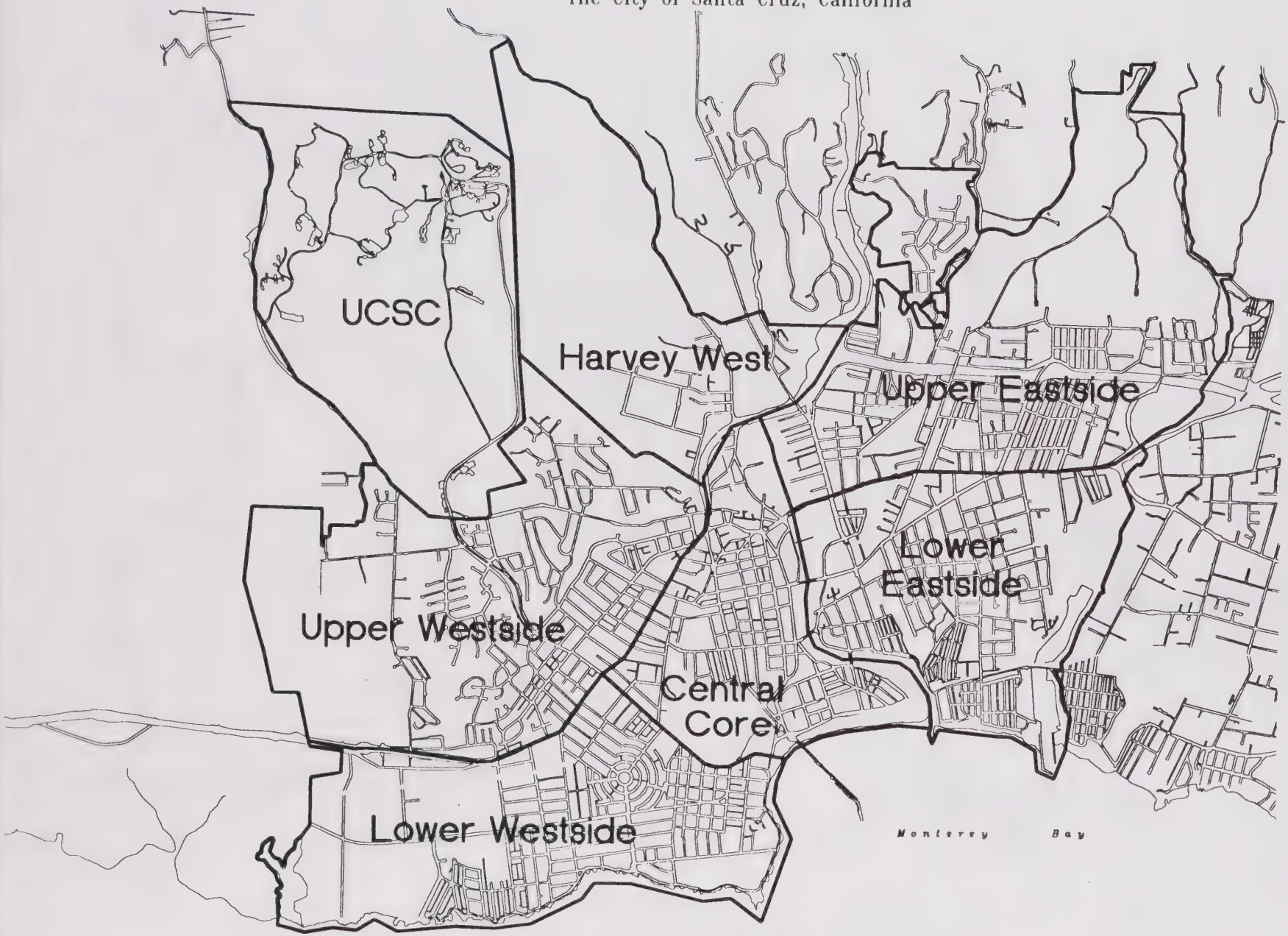


Table CP-5

City, County and State Population Growth

	City*		County		State	
	Population	Growth Rate	Population	Growth Rate	Population	Growth Rate
1960	26,600		84,200		15,720,860	
1970	32,100	1.90%	123,800	3.93%	19,957,304	2.41%
1980	41,500	2.60%	188,100	4.27%	23,668,145	1.72%
1990	49,711	1.82%	229,700	2.02%	29,473,000	2.22%
1995	54,300	1.78%	249,000	1.63%		
2000	57,200	1.05%	268,000	1.17%		
2005	59,700	0.86%	277,500	1.00%		
2010	60,800	.39%	285,500	.58%		
2015	62,200	.45%	292,400	.48%		

*including UCSC

Growth rates are compound average annual rates.
Population projections are rounded to the nearest 100 people.

Population Growth
City/UCSC

	City Only		UCSC Only	
	Population	Growth Rate	Population	Growth Rate
1980	38,500		3,000	
1990	45,100	1.59%	4,700	4.59%
1995	46,200	.81%	8,100	11.5%
2000	46,900	.30%	10,300	4.92%
2005	47,500	.27%	12,100	3.27%
2010	48,718	.49%		
2015	50,098	.56%		

Growth rates are compound average annual rates.
Population projections are rounded to the nearest 100 people.

Source: U.S. Census; Cal DoF; AMBAG 1992

Table CP-6

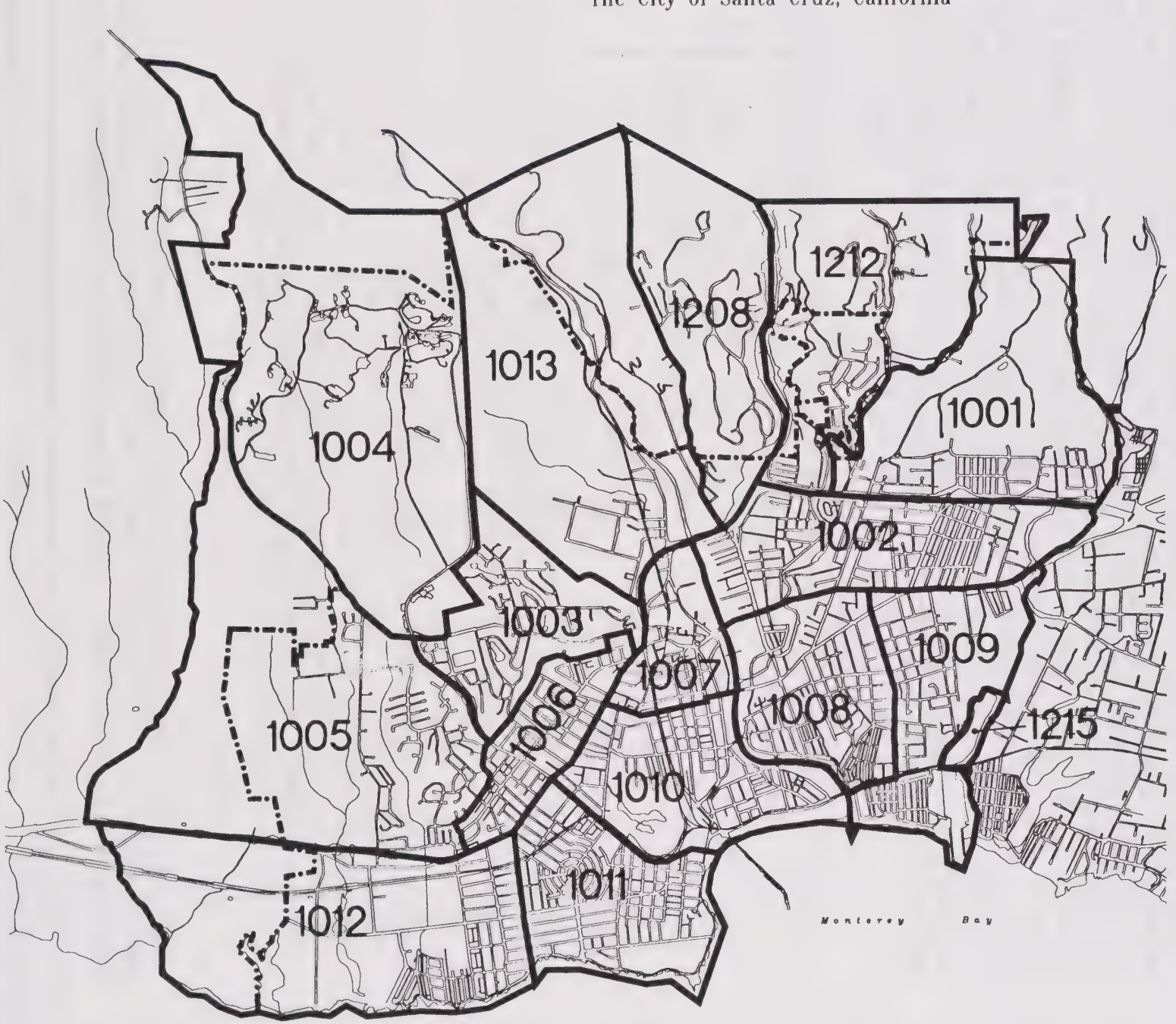
AMBAG Population Forecasts

Location	Census Tract	1980[1]	1990[1]	1995[2]	2000[2]	2005[2]	2010[2]	2015[2]
Santa Cruz	1001	1,942	2,101	2,140	2,164	2,187	2,227	2,274
	1002	4,887	6,102	6,157	6,190	6,221	6,277	6,343
	1003	1,995	2,389	2,441	2,473	2,503	2,556	2,619
	1005	3,555	4,308	4,491	4,602	4,705	4,892	5,112
	1006	2,782	3,014	3,032	3,043	3,053	3,072	3,093
	1007	1,352	1,374	1,475	1,536	1,593	1,696	1,817
	1008	4,988	6,141	6,232	6,287	6,338	6,430	6,540
	1009	3,496	4,233	4,321	4,375	4,425	4,515	4,622
	1010	5,075	5,847	6,169	6,365	6,546	6,876	7,264
	1011	4,794	5,473	5,543	5,586	5,626	5,697	5,782
	1012	2,721	2,688	2,786	2,845	2,900	2,999	3,117
	1013	160	207	215	221	225	234	244
	1208	92	116	121	125	128	133	139
	1212	600	1,019	1,034	1,043	1,051	1,066	1,084
	1215	49	49	49	49	49	49	49
		38,488	45,061	46,207	46,903	47,548	48,719	50,099
UC Santa Cruz	1004	2,995	4,650	8,063	10,267	12,122	12,122	12,122
Total (including UC)		**41,483**	**49,711**	**54,270**	**57,170**	**59,670**	**60,841**	**62,221**

Sources: [1] 1980 and 1990 figures are from the U.S. Census (adjusted for UCSC).
[2] 1995-2015 figures are from Planning Department projections based on 1992 AMBAG population projections.

MAP CP-7: CENSUS TRACTS

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department

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2. Age

In 1980, the median age in the City was **29.2** years and in 1990, the median age was **28.9**. Population increases in the 35 to 54 age group has accounted for much of the City's population growth in the last 10 years. Adults between 35 and 54 now account for 26.1% of the population, up from 16.0% in 1980. Additional population increases occurred in the 18 to 24 age group, 20.7% to 21.3% in 1990, and the 0 to 9 age group, 10% to 11% in 1990. During the same period, population growth remained relatively stable in all other age groups with the exception of the population 55 and over. This population decreased from 22.4% in 1980 to 15.4% in 1990.

Changes in age distribution affect housing and job demand. An increase in the number of people 35 to 44 who form a major portion of the working force, generates housing demand by first-time families, and second households by divorce. A slight increase in the number of children under 9 represents a need for housing units with two or more bedrooms. However, the large percentage of individuals in the 18 to 24 year old group reflects the presence of the University of California in the City and indicates the need to provide housing such as rental units that is suitable to this age group. Table CP-8 shows the changes in the community's age distribution from 1980 to 1990. Through 2005, the City can expect increased birth rates and a subsequent growth in the age 0-17 group and an increase in the number of 65+ seniors as the 35 to 54 ages have children and the baby boom generation ages.

Table CP-8

City of Santa Cruz Age Distribution

Age Group	1980[1] Population		1990[2] Population		City 1980-90 Population Change	1990 County
0 - 4	2,188	(5.3%)	2,745	(5.6%)	+ 557	7%
5 - 9	1,954	(4.7%)	2,596	(5.3%)	+ 642	7%
10-13	1,774	(4.3%)	1,869	(3.8%)	+ 95	5%
14-17	1,800	(4.3%)	1,759	(3.6%)	- 41	5%
18-24	8,607	(20.7%)	10,438	(21.3%)	+ 1,831	12%
25-34	9,208	(22.2%)	9,302	(19.0%)	+ 94	18%
35-44	3,781	(9.1%)	8,860	(18.1%)	+ 5,079	19%
45-54	2,885	(6.9%)	3,926	(8.0%)	+ 1,041	10%
55-64	3,360	(8.1%)	2,605	(5.3%)	- 755	7%
65+	5,926	(14.2%)	4,940	(10.1%)	- 986	10%
Total	**41,483**		**49,040**		**+ 7,557**	

Sources: [1] 1980 Census
[2] 1990 Census, not including the 671-person adjustment to UCSC group-quarters population allowed by U.S. Census in April, 1991.

3. Ethnicity

The period between 1980 and 1990 can be characterized as a period of ethnic change in the State of California, and in the City of Santa Cruz. In 1980, Santa Cruz' population was identified as being **85.3%** White, and **8.7%** Hispanic, with small percentages of African

Americans, Native Americans, and Asian and Pacific Islanders. By 1990, Whites had dropped to **79%** of the total population, while Hispanic representation increased to **13.6%**. The percentage of Asian and Pacific Islanders nearly doubled, from 2.6% in 1980 to 4.4% in 1990, and there was a small increase in the percentage of African Americans. The percentage of Native Americans decreased slightly from 1980 to 1990. (See Table CP-9) The increase in the percentage of Hispanic and other minorities occurred primarily in the City's Beach Area. See Map CP-10 for the concentration of minority populations in the City in 1990.

Table CP-9

Santa Cruz Ethnic Distribution

Ethnicity	1980[1]		1990[2]	
White	35,393	(85.3%)	38,755	(79.0%)
Hispanic	3,623	(8.7%)	6,662	(13.6%)
African American	745	(1.8%)	1,021	(2.1%)
Native American	317	(0.8%)	349	(0.7%)
Asian/Pacific Islander	1,086	(2.6%)	2,133	(4.4%)
All Others	319	(0.8%)	120	(0.2%)
Total	**41,483**		**49,040**	

Sources: [1] 1980 Census
[2] 1990 Census, not including the 671-person adjustment to UCSC group-quarter population allowed by U.S. Census in April, 1991

C. HOUSEHOLDS AND HOUSING

1. Household Size

Of the 49,711 persons living in the City and UCSC as of April 1,1990, 4,750 were group quarter residents and the remaining 44,961 persons were part of the estimated **18,121 households** in the City. The majority of group quarter residents occupy residential quarters at the University. (See Table H-2)

The City has experienced a steady increase in average household size over the last decade. In 1980, the household size was **2.30** persons per household; by 1990, that number had increased to **2.50** persons per household.[3] (See Table CP-11) Increases in household size are the result of more persons sharing housing and increased family size. In 1990, the average household size for the State was 2.72 persons per household. AMBAG estimates that the City's average household size will remain at **2.50** persons per household through 2005.

[3] 1990 U.S. Census

MAP CP-10 ETHNIC MINORITY POPULATION (1990)

The City of Santa Cruz, California



N

LEGEND
ETHNIC MINORITY POPULATION

HIGHEST CONCENTRATION

2ND HIGHEST CONCENTRATION

SOURCE: 1990 CENSUS

0 3000 FEET

Table CP-11

Median Household Size				
	1980[1]	1985[1]	1990[2]	2005[1]
Persons per Household	2.30	2.36	2.50	2.50

Source: [1]AMBAG
[2]U.S. 1990 Census

2. Household Types

In 1990, there were 18,121 households in Santa Cruz; 9,784 (54%) were related families while 8,337 (46%) were non-families. The distribution of family and non-family households was approximately the same for 1980. Family households with children present, as a percentage of total households have increased from 25% to 27.5% between 1980 and 1990. The average family size has increased from 2.87 to 2.98.

The number of persons living alone decreased from 32% (5,229) to 27% (4,923) while the number of households composed of two or more individuals increased from 68.5% (11,388) to 73% (13,198) between 1980 and 1990. The number of large households (five persons or greater) also increased from 7% to 8.9% by 1990.

The number of households with persons over the age of 65 decreased from 23.8% (3,953) to 20.5% (3,717) by 1990. While the number of single-parent households with children increased from 7.6% (1,258) to 8.9% (1,611) of the total households by 1990. In 1990, 76% (1,221) of single-parent households were headed by women and 24% (390) were headed by men. (See Table CP-12.)

Table CP-12

Household Type 1980

Household Type	With Children (18 or younger)	Without Children (18 or younger)	TOTAL	% of All Households
One-Person			5,229	32%
Married Couple	2,920	4,071	6,991	42%
Other Family	1,258	730	1,988	12%
Non-Family			2,409	14%
Total	4,178	4,801	**16,617**	

Source: 1980 Census.

One-Person Households *w/ persons 65 or older*	5,229	*2,106*
Two-or-More-Person Households *w/ persons 65 or older*	11,388	*1,847*
Totals	**16,617**	*3,953*

Household Type 1990

Household Type	With Children (18 or younger)	Without Children (18 or younger)	TOTAL	% of All Households
One-Person			4,923	27%
Married Couple	3,366	3,876	7,242	40%
Other Family	1,611	931	2,542	14%
Non-Family			3,414	19%
Total	4,977	4,807	**18,121**	

Source: 1990 Census.

One-Person Households *w/ persons 65 or older*	4,923	*1,667*
Two-or-More-Person Households *w/ persons 65 or older*	13,198	*2,050*
Totals	**18,121**	***3,717***

3. Housing Supply, Production and Demand

Table CP-13

Housing Units — City and UCSC

	City	UCSC	Total
1980 Census			
Housing Units	17,590	205	17,795
Group Quarters	871	2,364	3,235
1990 Census			
Housing Units	19,008	356	19,364
Group Quarters	608	4,142	4,750

Source: 1980 and 1990 Census

The housing supply (excluding group quarters) in Santa Cruz (City and University) in 1970 was 13,749 dwelling units. By 1980 it had risen to 17,795 and by 1990 to 19,364. In 1980, the number of group quarters was 3,235 and by 1990 had risen to 4,750. In 1990, 1.8% (356) of dwellings and 87% (4,142) of group quarters were located on the UCSC campus. (See Table CP-13.)

Between 1980 and 1990, the average annual increase of dwelling units was 157 (a total of 1,569 dwellings) and the increase of group quarters was 152 units per year (a total of 1,515 units). As a result of the 1989 earthquake, the City lost 76 dwelling units and 398 SRO/group quarter units that would have been part of the 1990 housing stock.

Between 1970 and 1980, the average annual growth rate in housing unit construction was 2.82%, while between 1980 and 1990, it had slowed to 0.85%. The slow-down is attributed to the fact that the City is mostly developed, and fewer easy-to-build-on sites remain. See Table CP-14 for the net number of housing units constructed for each year between 1980 and 1990.

Table CP-14

Housing Construction by Type
1981 — 1990

Year (Jan. 1st)	Single-Family (attached & detached)	2 to 4 Units	5+ Units	Mobile Homes	Completed Units each Year
1981	163	8	68	0	239
1982	70	6	22	0	98
1983	47	10	20	25	102
1984	68	23	228	0	319
1985	46	96	52	0	194
1986	47	12	89	42	190
1987	61	34	49	0	144
1988	74	6	55	0	135
1989	76	7	148	3	234
1990	33	0	0	11	44
Total	**685**	**202**	**731**	**81**	**1,699**

Sources: California Department of Finance, City of Santa Cruz Planning Department

To meet the City's projected population of approximately 47,500 people (excluding UCSC) by the year 2005, an additional **1,230 dwelling units** or a total of 20,594 housing units will be needed.[4] This figure assumes an average household size of 2.5 people per dwelling unit, a 6% vacancy rate and that UCSC will meet its on-campus housing goals. Development of 1,230 housing units over the next 15 years would result in an average annual increase of 82 units.

The City's portion of State regional fair share housing allocations require the City to provide adequate land suitable for approximately **2230 additional dwelling units** within the City limits by 1996. This requirement is broken down further to address the housing needs of very low, low, moderate and above moderate income households. The City's regional fair share requirements are for **176 very low income households, 142 low income households, 472 moderate income households**, and **1,440 above moderate income households.**[5] (See Table H-15) The Fair Share Housing Requirement calls for an ability to accommodate 2,230 units by July 1996. These estimates are dated and more recent AMBAG population projections indicate a lower number. However, State law requires the City to respond to the fair share number until new projections are made. These projections are not expected until 1996.

[4]This estimate of dwelling units does not account for the existing and an increase in the group quarters population in the City.

[5] 1990 Regional Housing Needs Plan -- AMBAG

4. Housing Cost

Table CP-15

Cost of Housing — 1980-1990

	Fair Market Rents (2-bedroom apt/condo)	Median Selling Price
1979-80	$ 270.00	$ 100,000
1985	$ 488.00	
1991	$ 854.00	$ 271,800

Source: Housing Authority, UCSC, Santa Cruz Board of Realtors

Like most areas in California, the cost of rental and ownership housing in the City has increased significantly since 1980. In 1980 the fair-market rent of a two-bedroom unit in the Santa Cruz/Capitola/Scotts Valley market area was $270; in 1985 it was $488 and by 1991 a two-bedroom unit rented for $854. Typical rents for one-bedroom apartments/condos ranged from **$350-$850 per month** and for two-bedroom apartments/condos from **$506-$1365 per month**. In 1980, the median sales price for a single-family residence in the Santa Cruz/Capitola/Scotts Valley market was approximately $100,000; by 1990 the median sales price had increased to almost $271,800, and the median sales price for a condominium was $199,677. (See Tables CP-15 and CP-16)

Table CP-16

Average Monthly Rents — 1991

Type of Unit	Average Rent*
Room in Household	$ 345
Studio	$ 513
Apartments/Condos	
1-bedroom	$ 609
2-bedroom	$ 854
Houses	
2-bedroom	$ 952
3-bedroom	$ 1,257
4-bedroom	$ 1,531

*These figures do not include cost of utilities.

Source: UCSC Student Community Rental Program, Spring 1991.

5. Household Income and Poverty Status

In 1990, the reported median household income for Santa Cruz County was **$37,112** while the median household income reported for the City was **$31,857**. See Table CP-17 for the distribution of household incomes in 1989. The City had a higher percentage of households in the income groups below 15,000 (22.6%) and overall, approximately 46% of City of Santa Cruz households were below 80% of the region-wide household median income of $37,000 for 1989. For 1989, the U.S. Census showed that the City had a per capita income of $15,538 compared with $17,347 in the County as a whole. (See Table CP-18, next page)

Table CP-17

City of Santa Cruz
Household Income Distribution in 1989

Household Income	Households	% of Total
$ -0- - $ 4,999	790	4.3
5,000 - 9,999	1,754	9.6
10,000 - 14,999	1,578	8.7
15,000 - 19,999	1,572	8.6
20,000 - 24,999	1,438	7.9
25,000 - 34,999	2,640	14.5
35,000 - 49,999	3,214	17.7
50,000 - 99,999	4,321	23.8
100,000 +	891	4.9
	18,198	100.0

Source: 1990 Census

Table CP-18

1990 Yearly Income Levels
for County and City of Santa Cruz

County-wide Median = $37,112[1]

Very-Low Income: (Less than 50% County-wide Median)	$18,499	or less
Low Income: (Between 50% and 80% County-wide Median)	$18,500 -	$29,499
Moderate Income: (Between 80% and 120% County-wide Median)	$29,500 -	$44,499
Above-Moderate Income: (Over 120% County-wide Median)	$44,500	(or more)

[1]Source: 1990 Census

The four categories used to describe household income levels are very low, low, moderate and above moderate. These income levels are determined by evaluating the median income for the Santa Cruz County area (see Table CP-18) and then adjusting that income by household size (see Table CP-19). The 1990 median income for the County of Santa Cruz was determined by HUD to be $39,700 for a household of four persons.

A low-income household is defined as a household with an annual income of 80% or less of the areawide median income. The threshold for the definition of a very-low income household is 50% of median income. In 1990, a four-person household with an income of $31,750 or less was considered by HUD to be a low-income household in Santa Cruz County. A household is considered moderate income if its annual income does not exceed 120% of the areawide median income. In Santa Cruz County, a four-person household with an annual income of no more than $47,650 was considered moderate income in 1990. In 1990, AMBAG estimated that of the City of Santa Cruz' households, 29% were very-low income, 17.6% were low-income, 49.6% were moderate income, and 33.8% were above-moderate income. (See Tables CP-19 and CP-20)

Table CP-19

Maximum Household Income Limits
County of Santa Cruz, 1990

	Number of Persons in Family				
	1	2	3	4	5
Very-Low Income	$ 16,150	18,450	20,750	23,050	24,900
Low Income	$ 22,250	25,400	28,550	31,750	33,750
Median Income	$ 27,800	31,750	35,750	39,700	42,200
Moderate Income	$ 33,350	38,100	42,900	47,650	50,600

Source: State of California, Department of Housing and Community Development, 1990

Table CP-20

1990 Households by Income Level
for City of Santa Cruz, County of Santa Cruz, and the AMBAG Region

	Very Low	Low	Moderate	Above Moderate
City of Santa Cruz	29%	17.6%	19.6%	33.8%
County of Santa Cruz (incorporated and unincorporated areas)	22%	17%	20%	41%
AMBAG Region - Santa Cruz, Monterey Counties (incorporated and unincorporated areas)	22.7%	17%	21.7%	38.6%

Source: 1990 Census; AMBAG Regional Housing Needs Plan, June 1990.

Table CP-21

Poverty Status Families in 1989

Total Population (for whom status is determined)	Above Poverty	% of Total	Below Poverty	% of Total
Total Persons	38,403		7,150	
Age: 0 - 17	7,573	20.0%	1,056	14.8%
18 - 24	4,275	11.0%	3,129	43.8%
25 - 54	19,654	51.0%	2,279	31.9%
55 - 59	1,039	2.7%	218	3.0%
60 - 64	1,222	3.2%	92	1.3%
65 +	4,640	12.1%	376	5.3%

Source: 1990 Census

In 1989, approximately 7,150 people (16%) of the non-group quarters population were living below the poverty level. Of these people, the greatest percentage, 43.8% (3,129 people) fell in the 18 to 24 year old age group. This number mostly reflects students living off-campus. The second largest percentage of people living in poverty was the 25 to 54 year old group which had 31.9% (2,279 people) living below the poverty level. Also in 1989, approximately 11% (943) of all children in families were living below the poverty level, 64% (606) were living in single-parent households while 36% (337) were living in married families. (See Tables CP-21, CP-22 and CP-23)

Table CP-22

Poverty Status of Children by Family Type — 1989

	# Children Above Poverty	% of Total	# Children Below Poverty	% of Total
Married Family	5,938	79%	337	36%
Single-Parent Household	1,620	21%	606	64%
Male-Headed	(471)		(0)	
Female-headed	(1,149)		(606)	
	7,558		943	

Source: 1990 Census

Table CP-23

Poverty Status by Ethnicity in 1989

Total Population (for whom status is determined)	Above Poverty	% of Total	Below Poverty	% of Total
Ethnicity:				
White	33,571	87.4%	5,893	82.4%
Black	775	2.0%	174	2.4%
Amer. Indian, Eskimo or Aleut	309	.8%	133	1.9%
Asian or Pacific Islander	1,443	3.8%	329	4.6%
Other	2,305	6.0%	621	8.7%
Hispanic Origin	4,931	12.8%	1,115	15.6%

Source: 1990 Census

D. ECONOMY

1. Economic Activity and Employment

The City of Santa Cruz is an economic, as well as a geographic component of Santa Cruz County. Trends in economic activity in the County as a whole affect economic trends in the City. The County's economy is made up of a mix of tourist and service industries, education, agriculture and manufacturing. The agricultural and food processing activities are centered primarily in the northwest and southern County regions. Limited resource recovery activity, including mining and quarrying, forestry, and fishing occur throughout the rural portions of the county.

In 1990, it was estimated that approximately **93,700 jobs** were located in the County and **28,300 jobs (30%)** were located in the City. (See Table CP-24, next page) By 2005, the entire County is projected to contain **130,700 jobs**, with approximately **39,200 jobs** within the City including the University.[6]

The largest increase in employment in the County and City from 1990 to 2005 is expected to occur in the retail trade, services and government sectors of the economy. (See Tables CP-25 and CP-26, next page) A large percentage of this increase will be the result of University expansion. The economics of the County and the City rely heavily on a large education sector with UCSC located in the City of Santa Cruz and Cabrillo Community College in Aptos. Since opening in 1965, UCSC has been important to the County in terms of economic and population growth. Expansion of the University through the year 2005 is projected to result in approximately 4,892 jobs at the University and throughout the City and County of Santa Cruz.[7]

[6] This assumes that the City will continue to have 30% of the jobs in the County, as was the case in 1980.

[7] UCSC LRDP Table 4.6-2.

Table CP-24

Number of Jobs by Sector of Economy -- County of Santa Cruz

	1980*	1990	1995	2000	2005
Agriculture	5,800	9,400	11,700	13,500	14,200
Mining	100	100	100	100	100
Construction	2,600	4,300	5,300	5,800	6,200
Non-Durable Manufacturing	6,000	6,100	6,500	6,700	6,800
Durable Manufacturing	3,800	7,300	7,900	8,400	8,800
Transportation & Public Utilities	2,100	2,300	2,400	2,500	2,600
Wholesale Trade	1,900	3,600	4,700	5,600	6,400
Retail Trade	14,000	19,500	23,000	25,300	26,900
Finance, Insurance & Real Estate	2,500	3,500	4,100	4,600	5,000
Services	12,700	21,300	26,500	29,600	31,600
Federal Government	500	600	700	800	900
State & Local Government	12,400	15,700	18,000	19,800	21,200
Total	**64,400**	**93,700**	**110,900**	**122,700**	**130,700**

*Actual number of jobs

Source: Employment Development Department, Annual Planning Information, AMBAG, April 1992

Table CP-25

Total Employed Residents by Sector of Economy City of Santa Cruz in 1990

Jobs	Workers	
Agriculture, Fishing, Forestry	832	(3.1%)
Mining	7	(.02%)
Construction	1,702	(6.4%)
Manufacturing, Nondurable Goods	1,230	(4.6%)
Manufacturing, Durable Goods	2,510	(9.5%)
Transport., Comm., Public Utilities	994	(3.8%)
Wholesale Trade	1,045	(3.9%)
Retail Trade	5,281	(20.0%)
Finance, Insurance, Real Estate	1,241	(4.7%)
Services	10,715	(40.5%)
Public Administration	928	(3.5%)
Total	**26,485**	

Source: 1990 Census.

Table CP-26

Total Employed Residents by Sector of Economy--County of Santa Cruz**

	1980	1990*	1995	2000	2005
Agriculture	5,800	9,400	11,700	13,500	14,200
Mining	100	100	100	100	100
Construction	5,600	9,200	11,200	12,200	13,000
Non-Durable Manufacturing	6,000	6,100	6,500	6,700	6,800
Durable Manufacturing	8,100	15,000	16,500	17,500	18,100
Transportation & Public Utilities	4,400	4,400	4,700	5,000	5,100
Wholesale Trade	2,800	4,400	4,700	5,000	5,100
Retail Trade	16,100	21,300	25,600	27,500	28,600
Finance, Insurance & Real Estate	4,600	5,900	7,100	8,100	9,000
Services	15,200	25,300	29,900	33,500	36,000
Federal Government	600	700	800	900	1,000
State & Local Government	15,000	17,700	19,300	21,200	23,800
Total	**84,300**	**119,500**	**138,100**	**151,200**	**160,800**

* Based on actual number of jobs (Source: Employment Development Department, Annual Planning Information)

** AMBAG Forecast April 1992

In addition to University expansion, increased jobs within the City will result from development of the Downtown, South of Laurel, Beach, Mission Street, and Eastside Business areas, and development in the Harvey West and Natural Bridges industrial parks.

Table CP-27

Unemployment Rates

	August 1991	August 1992
County	6.1%	7.6%
California	7.3%	9.8%
United States	6.8%	7.6%

Source: State of California Employment Development Department, September 1992

In August of 1991 the unemployment rate for the County of Santa Cruz was 6.1% while in August of 1992 this figure had risen to 7.6%. Unemployment rates for the County are generally below State and National averages. (See Table CP-27)

2. Fiscal Setting

A recurring theme throughout the General Plan is the desire to expand and improve programs and services provided by the City to the community. Because of the constraints imposed by State law, options for generating local revenues to provide these improvements are limited. Table CP-28 shows the per capita property tax and sales tax for the four cities in the County. A comparison of cities of similar size throughout California also showed Santa Cruz's revenue base as being average. (See Table CP-29) An analysis of the City's revenues and expenditures from 1978 to 1990 reveal that increased City revenues over the last twelve years have barely kept pace with inflation and City population growth. (See Table CP-30) Although the City has a generally stable economic base, increasing service demands point to the need to either increase taxes or increase the City's economic base in proportion to projected levels of growth.

Table CP-28

Fiscal Comparison of Full-Service Cities in the County of Santa Cruz

1989 — 1990 Fiscal Year

City	Population	Property Tax Revenue per capita	Sales Tax Revenue per capita	Property & Sales Tax Revenue per capita
1. Santa Cruz	50,038[1]	$ 94	$ 111	$ 205
2. Capitola	10,171[2]	$ 35	$ 368	$ 403
3. Scotts Valley	8,914[1]	$ 57	$ 161	$ 218
4. Watsonville	31,537[3]	$ 73	$ 103	$ 176

[1]1990 Census.
[2]California Department of Finance, adjusted to the 1990 Census.
[3]California Department of Finance, 1990.

Table CP-29

Fiscal Comparison of Full-Service Cities with a Population Between 50,000 and 60,000

1989 — 1990 Fiscal Year

City	Population	Property Tax Revenue per capita	Sales Tax Revenue per capita	Property & Sales Tax Revenue per capita
1. Pleasanton	50,553[1]	$ 173	$ 160	$ 333
2. So. San Francisco	52,187	$ 124	$ 199	$ 323
3. Santa Maria	55,223[3]	$ 71	$ 148	$ 219
4. Santa Cruz	50,038[1]	$ 94	$ 111	$ 205
5. Union City	53,307	$ 93	$ 81	$ 174
6. Encinitas	53,120[3]	$ 44	$ 85	$ 129

[1]1990 Census.
[2]California Department of Finance, adjusted to the 1990 Census.
[3]California Department of Finance, 1990.

Table CP-30

City Economic Profile 1978 to 1990

Component	1978	1983	1990	1978-90 % Increase
Population Growth	39,300 [1]	43,449 [1]	51,080 [1]	30
Employment Growth	22,900	25,989	28,254	23
Per Capita Income	6,877	10,722	14,649 [2]	.113
Taxable Sales	231,294,000	316,238,000	491,939,000	113
Consumer Price Index	204	304	405	98
City Gov. Expenditure	11,067,978	16,232,820	28,935,928	161
City General Revenue	13,091,355	15,584,305	30,608,818	134
Tax Revenues	5,288,710	7,196,492	14,926,801	182
City Employment[5]	462	504.1	651.4	41

[1] State Department of Finance Estimates
[2] Estimate based on information from U.S. Dept. of Commerce, Bureau of Economic Analysis
[3] Activities primarily funded by General Fund.
[4] Activities primarily enterprise (fee) supported, such as water, sewer, etc.; water services are provided beyond City limits.
[5] The City libraries and the Departments of Water and Public Works provide services beyond the City limits.

E. CIRCULATION PATTERNS

The City is accessed by three state highways (Hwys 1,17,9) and over 145 miles of public streets, many incorporating bikeways and pedestrianways. Major arterial streets include Ocean, Mission, Soquel and Water streets. Coastal Access Routes include Ocean Street/Riverside Avenue, Seabright Avenue/Atlantic Avenue, Murray Street, River/Front streets, Center Street, Bay Street, and Swift/Delaware/Swanton Blvd. Major bike routes are found along: Bay Street, High Street, Water Street and Murray Street.

1. Commute Behavior

Table CP-31

Percentage of Labor Force Commuting Out of County

	1960	1965	1970	1976	1980	1990
City	5.4%	5.9%	7.8%	9.6%	13.0%	14.8%
County	10.0%	13.6%	16.3%	19.6%	14.9%	21.9%

Source: City Planning Department, 1990 U.S. Census, AMBAG

As a general trend, the percentage of the City's and County's labor force that commutes out of the County to work has increased over the past 30 years and in 1990 approximately 21.9% of workers living in the County commuted outside of the County to work. (See Table CP-31)

2. Distribution of Trips

While increased awareness about the effects of the automobile and alternative transportation programs have reduced the percentage of automobile trips within the County slightly over the years, in 1985 automobiles still comprised approximately 87.9% of all trips. Walking was the second most utilized form of travel, composing 7% of all trips while

bicycles, transit and school buses comprised the remaining percentage. Increased focus upon alternative transportation and changing land use patterns are projected to reduce the percentage of automobile trips by the year 2005. (See Table CP-32)

Table CP-32

Modal Distribution of Person Trips
Santa Cruz County

	1975	1983	1985	2005
Automobile	90.0%	86.0%	87.9%	76.7%
Transit	2-3%	4%	1.6%	10.0%
School Bus	4-5%	4%	1.3%	1.3%
Bicycle	less than 1%	2%	2.2%	5.0%
Walking		4%	7.0%	7.0%

Source: Santa Cruz County Transportation Commission

Within the City of Santa Cruz, the 1990 Census estimated that 62.5% of the residents drove automobiles to work by themselves, 11.7% carpooled, 7.8% took transit, 5.5% biked and 6.7 % walked. (See Table CP-33)

Table CP-33

Means of Transportation to Work
City of Santa Cruz — 1990

Automobile	62.5%
Carpool	11.7%
Transit	7.8%
Bicycle	5.5%
Walked	6.7%
Other	.5%
Worked at Home	5.3%

Source: 1990 U.S. Census

F. COMMUNITY FACILITIES

1. Health and Senior Care Facilities

In 1990, Santa Cruz was served by one hospital with a 350-bed capacity, 722 physicians/surgeons, 155 dentists, 30 optometrists, 142 chiropractic doctors and eight senior residential care facilities with a combined capacity of 288 beds and a restorative care facility with 31 beds.

2. Education and Child Care Facilities

Seven public elementary (Westlake, Bay View, Natural Bridges, DeLaveaga, Loma Prieta, Branciforte, Gault), two public junior high (Mission Hill, Branciforte), 2 public high schools (Santa Cruz, Harbor) and a number of private schools serve City and outlying residents. Also serving the area are one University (UCSC), one college (Cabrillo) and a variety of trade and professional schools. In 1990, many licensed child care facilities within the City provided approximately 1436 spaces for children of varying ages.[8]

[8]Child Development Resource Center, Nov 1990.

3. Cultural Resources

Three public libraries are located within the City, including the Central, Garfield and Branciforte libraries. In addition to these libraries the UCSC campus has two main libraries, McHenry and the Science Library. The Civic Auditorium, Louden Nelson Community Center and UCSC Performing Arts Center present many cultural events as do nightclubs and other local businesses, schools and churches.

4. Parks and Recreation Facilities

In 1990, 21 neighborhood parks, three community parks, seven local regional parks, numerous natural and coastal recreation areas, and City, University and private recreational facilities served the park and recreational needs of the City. These lands totaled well over 5000 acres.

5. Water

In 1990, the City provided water services to approximately 22,000 service connections (a population of approximately 80,000 people) with approximately 15,000 connections within the City limits. Each year during a normal rain year about 4,200 million gallons (MG) of water is produced and during drought times this is reduced to about 3,800 MG. During the peak months of July and August, daily use of 16-17 MG occurs during normal years and 11-12 MG during the drought period of 1988-1991. Residential water use accounts for about 63% of water use, with industry using 8%, commercial use at 20%, the University at 5% and the balance being commercial irrigations (golf courses, cemeteries and agriculture).

6. Wastewater Treatment

The City provides wastewater treatment to the City and the Santa Cruz County Sanitation District (including Live Oak, Capitola, Soquel and Aptos). In 1991, the City provided treatment for approximately 121,500 people and by 1996, the City plans to complete a secondary wastewater treatment facility at Neary Lagoon. It is estimated that the treatment plant will serve a population of 159,000 people by the year 2005. In 1990, the average dry weather flow was 9.4 million gallons per day (mgd) with an estimated plant capacity of 17 mgd.

7. Temporary/Emergency Shelters

In 1990, there were nine temporary and emergency shelter programs in the County serving the homeless and others, five of which were located within the City. Shelters in the City provide space for 100 beds and include Jesus, Mary and Joseph Home, River Street Shelter, New Life Center, St. Francis Catholic Shelter and the Women's Crisis Support Center.

G. LAND-USE INVENTORY

In 1990, the City was approximately **94% developed** excluding UCSC lands. This means that only about **6%** of the land (excluding open space land uses such as natural areas, parks, and agriculture/grazing lands) was undeveloped and had some sort of development potential. In addition to undeveloped land, several areas of the City contain lands that are

underutilized and could be more developed or redeveloped. See Table CP-34 for Land by General Plan Designation and CP-35 for Undeveloped/Underutilized Land by General Plan Designation.

The City's goal is to develop its remaining undeveloped and underutilized lands in a manner that maintains the existing City limits, protects natural areas, maintains a greenbelt of open space lands uses, fosters a regional and City-wide jobs/housing balance, and meets projected population growth, housing requirements and increased commercial, industrial and community facility needs.

Table CP-34

Acreage by 1990-2005 General Plan Land Use Designation

	Lower Westside	Upper Westside	Central Core	Harvey West	Lower Eastside	Upper Eastside	UCSC*	Total
Residential								
Very-Low Density	0	0	0	19	0	0	0	19
Low Density	447	783	76	79	178	846	0	2410
Moderate Density	49	109	116	10	233	40	0	557
Medium Density	3	19	38	0	63	24	0	148
Sub-Total	**498**	**912**	**230**	**107**	**474**	**911**	**0**	**3133**
Commercial								
Neighborhood	1	1	0	0	3	0	0	4
Community	0	0	116	0	80	31	0	227
Regional/Visitor	9	13	53	0	14	11	0	99
Sub-Total	**10**	**14**	**169**	**0**	**97**	**42**	**0**	**331**
Industrial and Coastal-Dependent								
Industrial	129	0	0	94	4.6	0	0	227.6
Coastal-Dependent	40	0	0	0	90.0	0	0	130.0
Sub-Total	**169**	**0**	**0**	**94**	**94.6**	**0**	**0**	**357.6**
Open Space								
Agriculture	0	300	0	0	0	0	105	405
Parks	8.2	16.5	6.6	55	24.8	37.7	0	148.8
Coastal Recreation	65	0	10	0	10	0	0	85
Natural Areas	108.0	49.0	35.0	614.0	28.2	530.0	429.0	1,793.2
Sub-Total	**181.2**	**365.5**	**51.6**	**669**	**62.0**	**567.7**	**534**	**2,432**
Public Facilities	20	19	44	19	25	89	0	216
UCSC							526	526
TOTAL	**763**	**1268**	**521**	**899**	**688**	**1694**	**1060**	

* Land Use Designations for UCSC reflect the 1988 UCSC LRDP Long Range Development Plan (LRDP) and are not a statement of City policy with regard to University land use.

Table CP-35

Undeveloped/Underutilized Land by General Plan Designation — 1992

Planning Area	Very Low Density Residential		Low Density Residential		Low-Med. Density Residential		Med. Density Residential		High Density Residential		Commercial	Industrial
	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Units	Acres	Acres
Upper Westside	57.41	14	44.24	116	33.44	289	.28	1	0	0	4.40	0
Lower Westside	0	0	30.45	284	25.42	279	0	0	0	0	1.06	37.39
Central Core	0	0	2.88	10	3.64	36	31.8	706	4.08	185	10.29	0
Harvey West	0	0	36.41	127	0	0	2.32	41	0	0	1.49	21.7
Upper Eastside	0	0	26.37	133	3.03	43	1.27	19	0	0	.25	0
Lower Eastside	0	0	4.94	31	15.73	133	2.46	46	0	0	11.99	0
Total	**57.41**	**14**	**145.29**	**698**	**81.26**	**780**	**38.13**	**813**	**4.08**	**185**	**29.48**	**59.09**

Source: City Planning Department, 1992

ENVIRONMENTAL QUALITY ELEMENT
(Pages 39-76)

ENVIRONMENTAL QUALITY ELEMENT

A. INTRODUCTION

The natural environment is an essential component of the quality and unique way of life experienced by City residents and workers. A mild coastal climate, clean air and water, and a mosaic of natural features, vegetation, and wildlife habitats shape the environment. The quality of the built environment also shapes the experience of the community.

The Environmental Quality Element reflects the concern and awareness of Santa Cruz citizens for physical changes and impacts upon the environment in which they live and provides the context for the Land Use, Circulation, Housing and other elements of the General Plan. For these reasons, the Environmental Quality Element appears first in this document — describing the setting in which the City pursues its future providing policy direction for protecting the natural environment and conserving resources. The element is divided into six sections: **Air Quality, Water Quality, Soils, Biotic Resources, Energy, and Noise.** The following goals outline the direction of this element:

Environmental Quality Goals

GOAL EQ 1: **Protect City residents from the health hazards of air pollution and maintain high air quality standards by implementing air quality monitoring and control strategies that comply with State and Federal Clean Air Acts.**

GOAL EQ 2: **Protect the water quality of ocean, watershed lands, surface waters and ground water recharge areas from sedimentation, pollution and salt-water intrusion.**

GOAL EQ 3: **Preserve agricultural and grazing lands and control erosion and siltation to reduce loss of valuable soils, damage to water resources and biotic resources, and potential hazards.**

GOAL EQ 4: **Protect and enhance natural vegetation communities and wildlife habitats throughout the City.**

GOAL EQ 5: **Implement, to the greatest degree possible, transportation strategies that reduce the consumption of fossil fuels, and energy strategies that increase energy-efficiency and energy conservation in all sectors of energy usage and which increase the production and use of renewable energy sources within the City.**

GOAL EQ 6: **Maintain an environment that is not degraded by excessive urban noise by establishing compatibility standards for land uses and noise levels, protecting new land use from the impacts of excessive traffic noise and mitigating the impacts of road projects.**

B. AIR QUALITY

The amount of a given pollutant in the atmosphere is determined by the amount of pollutant emitted and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine. In Santa Cruz County, coastal mountains exert strong

influence on atmospheric circulation creating a breezy coastal environment that result in generally good ambient air quality, with the exception of small inland valley areas like Scotts Valley.

While the coastal environment tends to maintain a good level of ambient air quality, Santa Cruz contains many localized air pollution sources causing odors, dust or other air quality problems. The combustion of fuel for automobile use, space and water heating, industrial processes and commercial uses; evaporation of fuels and solvents; incineration processes and fires; and pesticide use are examples of typical pollutant sources. The largest source of pollutants is automobiles.

Air Quality Management Plans are developed for regions throughout the State to meet the air quality requirements and standards for specific pollutants, including ozone, nitrogen oxide and dioxide, sulfur dioxide, carbon monoxide and suspended particles, as outlined in the Federal and State Clean Air Acts. The North Central Coast Air Basin (Monterey, Santa Cruz and San Benito counties) has been designated as a moderate, transitional non-attainment area, exceeding air quality standards for ozone and inhaleable particulate matter. Between 1981 and 1990 the Santa Cruz area (including the Aptos and Santa Cruz air quality monitoring stations) had recorded no violations of the federal ozone standard and average violations of the State ozone standard were well below one annually. Violations of the State PM_{10} standards have occurred a total of 10 times in the Santa Cruz area during this same time frame.

The region's 1991 Air Quality Management Plan (AQMP) develops methods for attaining ozone and particulate matter standards and also maintaining air quality standards for the region. Attainment of air quality standards is achieved through measures to control emissions from stationary sources (factories, commercial activities, etc.) and mobile sources (cars, trucks). Transportation control measures (TCM's) and land use programs, although generally not conducted with the express purpose of controlling air pollution, also contribute to improving air quality.

In addition to attaining air quality standards for ozone and particulate matter, the Monterey Bay Unified Air Pollution Control District, County and other regional and local agencies are concerned with reducing stratospheric ozone depletion. Stratospheric ozone depletion is attributed principally to chlorofluorocarbons (CFCs) and some related compounds emitted by aerosol spray cans, refrigerants, and the manufacture of styrofoam which "scavenge" the ozone after rising into the stratosphere. The deterioration of ozone involving CFCs is highly complex, and the effects of natural factors such as ocean currents, volcanic activity, known oscillations of ozone concentrations, clouds, and periodic changes in the sun's ultraviolet radiation are uncertain. Regulating the emission of CFCs and carbon dioxide are two methods employed to reduce ozone deterioration.

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) operates five ambient air monitoring stations in the North Central Coast Air Basin (NCCAB). These are located in Salinas, Santa Cruz, Carmel Valley, Hollister and Davenport. Ozone and PM_{10} are recorded at each of these stations except Carmel Valley. In addition, nitrogen, sulfur dioxide, carbon monoxide, total hydrocarbons, and coefficient of haze are monitored at the Salinas Air Monitoring Station.

The 1991 AQMP pollutant emissions forecasts in the NCCAB through the year 2010 predict a continual increase (at the rate of 1% per year) of inhaleable particulate matter (PM_{10}), mainly the result of more automobile and construction activity in the region. Ozone and ozone-related emissions (ROG and NO_x) are projected to decrease by the mid-1990s due to motor vehicle emission controls and then remain relatively constant, because motor vehicle emission controls balance out the growth in power plant, industrial emissions, solvent use and motor vehicle activity.

AIR QUALITY
GOALS, POLICIES AND PROGRAMS

GOAL EQ 1: Protect City residents from the health hazards of air pollution and maintain high air quality standards by implementing air quality monitoring and control strategies that comply with State and Federal Clean Air Acts.

Policies and Programs:

1.1 Ensure that population growth does not exceed AQMP population projections and review proposed land-use projects for their consistency with the AQMP and for potential air quality impacts. (See Policies L 5.1, S 6.1.)

1.1.1 Limit increases in emissions of nonattainment pollutants or their precursors from all permitted new or modified stationary sources as provided in the AQMP.

1.1.2 Require land-use projects generating high levels of air pollutants (i.e., manufacturing facilities, hazardous waste handling operations and drive-in restaurants and banks) to incorporate air quality mitigations in their design. (See policy S 6.1.3)

1.1.3 Permit major indirect sources of air pollution only if they provide transportation measures to reduce their impacts to an insignificant level.

1.1.4 Prohibit on- and off-shore oil development. (See Policy L 3.7.1)

1.2 Locate air pollution sensitive land uses (hospitals, schools, care facilities, recreational areas) away from major sources of air pollution or else require mitigation measures (e.g. buffer zones, landscaping) to protect residential and sensitive land uses from freeways, arterials, point source polluters, and hazardous material locations. (See policy S 6.1.3).

1.2.1 Map sensitive land uses including hospitals, schools, and care facilities and periodically check air quality in these areas.

1.3 Work with the County and MBUAPCD to establish air monitoring stations for the City and surrounding areas that monitor a full range of pollutants.

1.4 Encourage public education programs promoting reduced emissions from transportation-generated pollutants and areawide sources. (See policy L 1.7)

1.5 Maintain vegetated and forested areas, and encourage street trees and yard trees in urban areas for their air-quality contribution. (See policies under CD 6.1 and Goal EQ 4.)

1.6 Work with MBUAPCD, SCCRTC and other agencies to develop and implement effective vehicle emission control, transportation control (TCM), and transportation systems management (TSM) measures, and also emissions reductions under the AQMP Indirect Source Review Rule. (See policies under C 1.8.5 and goal C 6.)

1.7 Support and implement local actions and County, State and Federal legislation promoting the national goal of 35% reduction of carbon dioxide and other greenhouse gases by 2000 as well as the most rapid possible international, national, state, and local elimination of the emission of ozone-depleting chemicals.

1.7.1 Investigate methods for developing a carbon dioxide budget for the City that limits carbon dioxide emissions.

1.7.2 Implement chlorofluorocarbon (CFC) recycling and elimination regulations. (See policy CF 8.2.12)

1.7.2.1 Strive to eliminate, wherever possible, the use of polystyrene foam (PSF) packaging products, and styrofoam throughout the City.

1.7.2.2 Expand reclamation and recycling programs for all CFC-containing products and appliances at the City landfill.

1.7.2.3 Eliminate loopholes in household, commercial or industrial use and recycling of CFCs.

1.7.3 Replace City-owned and encourage replacement of privately-owned fire extinguishers with models that do not use ozone depleting compounds. (See policy CF 1.6)

1.8 By December 1993, develop a citywide smoking ordinance to assure indoor air quality and minimize health hazards from secondary smoke.

C. WATER QUALITY

The depletion of water resources by contamination, increased demand and wasteful consumption poses a threat to residents, vegetation and wildlife depending on this resource for their survival. The protection of watersheds, surface water and ground water recharge areas from sedimentation, pollution and salt-water intrusion is necessary to maintain water quality. Water quality issues are addressed in this section of the Environmental Quality

Element while water supply and conservation issues are addressed in the Community Facilities and Services Element.

A **watershed** includes all land drained upstream from a given point on a stream or river. The City can be divided into seven watersheds: Wilder, Moore Creek, West Santa Cruz, Lower San Lorenzo River, Carbonera, Branciforte, and Arana Gulch. (See Map EQ-1).[9] These watershed lands are mostly urbanized, with the exception of the Moore Creek and Wilder Creek watersheds. The City's drinking water comes from two watershed systems outside the City limits: the upper San Lorenzo Watershed and the North Coast Watershed. The Upper San Lorenzo Watershed provides approximately 60% of the water supply.

Proper management of watershed lands is necessary to protect water sources from contamination. Grading or other earthmoving activities that strip the land of natural vegetation cause increased susceptibility to erosion. This causes gullying, increased siltation downstream and potential flooding. Biotic resources are also affected since the water necessary for their survival may run off without being absorbed, carrying soil and essential minerals with it. Pollutants are another concern since they can originate from many sources and can be detrimental to water quality within a watershed.

Surface water is water contained in an ocean, river, stream, lake, pond, lagoon or impoundment reservoir. Because surface water is the City's primary water source, its protection from sedimentation and pollution is critical. The quality of surface water is dependent upon activities within the watershed area. Sedimentation can be caused by natural processes, logging, grading, and other earthmoving activities. Pollution of surface waters can be caused by a variety of sources, some traceable and others not. Urbanization impacts the quality of surface waters by introducing pollutants directly into the water. These pollutants are generated from sources such as chemical fertilizers, pesticides, refuse, raw sewage, industrial activity, and automobile-related facilities and reach the water by natural runoff, storm drains and illegal dumping. Grease traps, detention ponds, hazardous waste collection, and other measures can reduce the undesirable impacts of urbanization on water quality.

Coliform bacteria in surface waters is indicative of degraded water quality and can signal potential health hazards. Coliform bacteria indicate that animal/human fecal matter is in surface water and signal the possible presence of accompanying pathogenic bacteria. Coliform levels have been a problem at the City's beaches, in the San Lorenzo River and several streams due to stagnating water, birds and human waste. These areas are continually monitored to avoid public health problems.

Groundwater Recharge are areas where surface waters percolate into the soil recharging underwater aquifers and acting as storage for groundwater. Groundwater is a source of water supply for the City and was once thought to be the most dependable and best protected source of water. However, groundwater is vulnerable to a host of contaminants and once contaminated is difficult, if not impossible, to clean up. Hence, protection from contamination is an essential step to ensuring that groundwater is available for future use.

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[9] Carbonera and Branciforte are watersheds within the San Lorenzo Watershed.

MAP EQ-1: WATERSHEDS

The City of Santa Cruz, California



Source: Brown and Coldwell, *Report on Sewage Collection and Disposal, 1963*

On-site runoff, improper hazardous waste disposal practices, surface spills, leaking underground storage tanks, and saltwater intrusion can contaminate groundwater. The City is committed to protecting its groundwater resources by actively identifying and eliminating contamination wherever it occurs and requiring that new construction limit hazardous run-off with grease traps, detention ponds and storm drainage facilities.

Potential groundwater recharge areas in Santa Cruz occur on exposed Santa Margarita Sandstone formations. (See Map EQ-2) The Santa Margarita deposits located near the western edge of the City are of particular importance, since development has not yet occurred there. The deposits near the northern edge of this area have surface exposure and are subject to the infiltration of water. This area may constitute an important recharge area and should be protected by limiting impervious surfaces and preventing contamination.

WATER QUALITY
GOALS, POLICIES AND PROGRAMS

GOAL EQ 2: Protect the water quality of ocean, watershed lands, surface waters and ground water recharge areas from sedimentation, pollution and salt-water intrusion.

Policies and Programs:

2.1 Meet or exceed State Water Resources Control Board standards for discharge of sewage and storm waters to the Monterey Bay.

2.1.1 Oppose discharges into Monterey Bay waters by communities outside of the drainage basin.

2.1.2 Implement policies and recommendations resulting from the joint County Hazardous Materials Ocean Response Plan. (See policy S 6.1.1)

2.2 Protect watershed lands supplying water to the City.

2.2.1 Work with the County to protect watershed areas from adverse impacts of development, septic tank seepage, hazardous materials and other sources of contamination, by enforcing environmental regulations.

2.2.2 Monitor timber harvest plans affecting City water resources and assure that water quality is not affected.

2.2.3 Acquire critical lands and develop and implement watershed management plans for the San Lorenzo and coastal watersheds and continue to update the management plan for the Loch Lomond watershed.

MAP EQ-2: GROUNDWATER RECHARGE AREAS

The City of Santa Cruz, California



N

LEGEND

- SANTA MARGARITA SANDSTONE
- POTENTIAL GROUNDWATER RECHARGE AREAS

SOURCE: U.S. Dept. of Interior, Geologic Map, Felton-Santa Cruz Area, 1966. Webber and Johnson, Preliminary Geologic Investigation, Rodriguez Ranch, 1973.

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2.3 Ensure that new development or land uses near surface water and groundwater recharge areas do not degrade water quality.

2.3.1 Design and site development to minimize lot coverage and impervious surfaces, to limit post-development runoff to predevelopment volumes, and to incorporate storm drainage facilities that reduce urban runoff pollutants to the maximum extent possible. (See policies under CF 9.6.)

2.3.1.1 Where feasible, direct runoff from roof tops and other areas to drywells.

2.3.1.2 Implement policies resulting from AMBAG's Urban Runoff Water Quality Management Study.

2.3.1.3 Require low-flow-velocity, vegetated open channels, area drains incorporating grease and sediment traps, groundwater recharge facilities and detention ponds directly connected to impervious areas.

2.3.1.4 Require industrial facilities to comply with the storm water discharge regulations in the National Discharge Elimination System section of the Federal Clean Water Act.

2.3.1.5 Ensure that all parking lots, roads, and other surface drainages that will flow directly into coastal waters have oil, grease and silt traps.

2.3.1.6 Require a maintenance program and oil, grease and silt traps for all parking lots over 10 spaces and also investigate methods of retrofitting existing parking lots with grease, oil and silt traps.

2.3.1.7 Mark storm drain grates to discourage dumping of oils into the storm drain system.

2.3.1.8 Continue annual fall cleaning of the underground storm drainage system and investigate the feasibility of increasing street sweeping intervals. (See policy CF 9.3 and L 5.9.5)

2.3.2 Within undeveloped groundwater recharge areas, new parcel divisions shall be limited to one unit per 10 acres and new uses that would pollute the groundwater shall be prohibited.

2.3.3 Require any new development with a septic system to meet County health standards and where relevant, require soil percolation potential to be a part of development review.

2.4 Evaluate the water quality of natural springs and streams in the City and devise strategies to protect and restore these areas. (See Policies under EQ 4.2)

2.5 Continue to monitor groundwater sources for saltwater intrusion or leaking underground storage tanks.

2.6 Cooperate with private and public agencies to protect water quality throughout the region.

2.6.1 Coordinate with the County Environmental Health Services to establish procedures to regulate and oversee storage and disposal of hazardous material to protect against groundwater pollution and possible distribution line contamination. (See policies under S 6.1)

2.6.2 Participate in studies by the Central Coast Water Quality Control Board to develop standards for regional wastewater control.

2.7 Investigate the feasibility of using storm water runoff, if all water quality measures under Policy 2.3 are in place, for irrigation and groundwater recharge. (See policy CF 7.3.1)

D. SOILS

Soils are a natural resource contributing to the viability of agriculture and grazing, natural habitats and the recharge of groundwater. The location of various soil types within the City are shown in Map EQ-3[10] and Table EQ-4. Protective measures must be taken in areas with valuable soils and/or high erosion potential to guard against soil loss.

Prime agricultural soils and grazing lands are a valuable natural resource providing the opportunity for a variety of agricultural enterprises to exist as well as locally-produced food. Agricultural production within the City is limited, and consists of small-scale organic agricultural uses in the Golf Club Drive area, UCSC farm, and at the Homeless Garden Project. The Westside Lands area has also been designated as Unique Farmland by the U.S. Soil Conservation Service. These areas have class I, II and III soils, considered excellent to moderately well-suited for cultivation. There is also one area within the City currently utilized for cattle grazing, the undeveloped lands on the City's Far West Side.[11]

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[10] Descriptions of the City's soil types can be found in the U.S. Soil and Conservation Service document.

[11] The UCSC grasslands have also been used for grazing however no grazing has occurred on them since 1990.

This area is predominantly classed as type IV, V and VI soils which are most suitable for pasture and range purposes. (See Map EQ-5)

Soil erosion potential is the susceptibility of the soil to erosion by water or wind. The risk of erosion depends upon the type of soil, slope of the land, slope length, rainfall amount and intensity, and vegetation cover. Removal of vegetation and the disturbance of the ground by mechanical grading or cattle grazing accelerate the erosion process. Impervious surfaces from urban development can also concentrate runoff, causing gullying and other problems. The result may include not only the loss of valuable soils but also sedimentation of stream beds, habitat degradation, landslides and increased downstream flooding potential.

Erosion potential is rated high to very-high on the Aptos, Ben Lomond, Bonnydoon, Elkhorn, Lompico-Felton, Nisene-Aptos, Pfeiffer, Sur-Catelli, Tierra-Watsonville, Watsonville, and Zayante soil types. See Map EQ-6 for areas in the City of high erosion potential and Map EQ-7 for slopes over 30%. Because of the difficulties in preventing erosion, development of these areas must be limited in accordance with soil conservation practices, including minimal grading and retention of existing native vegetation.

MAP EQ-3: SOILS

The City of Santa Cruz, California



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LEGEND

- SOIL TYPE BOUNDARY
- ARTERIAL STREET
- CITY LIMITS

Source: Soil Conservation Service Soil Survey, 1980

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Table EQ-4

SOILS

Map Symbol (SCS No.)	Soil Name	Slope (%)
100	Aptos loam, warm	15-30
101	Aptos loam, warm	30-50
103	Aguents, flooded	
104	Baywood loamy sand	0-2
105	Baywood loamy sand	15-30
106	Baywood loamy sand	15-30
109	Beaches	
110	Ben Lomond sand loam	5-15
113	Ben Lomond-Catelli-Sur complex	30-75
114	Ben Lomond-Felton complex	30-50
115	Ben Lomond-Felton complex	50-75
116	Bonnydoon loam	5-30
117	Bonnydoon loam	30-50
118	Bonnydoon-Rock outcrop complex	50-85
119	Clear lake clay, moderately wet	
123	Cropley silty clay	2-9
124	Danville loam	0-2
125	Danville loam	2-9
127	Diablo clay	15-30
128	Dune land	
129	Elder sandy loam	0-2
132	Elkhorn sandy loam	0-2
133	Elkhorn sandy loam	2-9
134	Elkhorn sandy loam	9-15
135	Elkhorn sandy loam	15-30
136	Elkhorn-Pfeiffer complex	30-50
139	Fluvaquentic Haploxerolis-Aquic Xerofluvents complex	0-15
142	Lompico-Felton complex	5-30
143	Lompico-Felton complex	30-50
144	Lompico-Felton complex	50-75
145	Lompico Variant loam	5-30
146	Los Osos loam	5-15
147	Los Osos loam	15-30
157	Nisene-Aptos complex	30-50
158	Nisene-Aptos complex	50-75
159	Pfeiffer gravelly sand loam	15-30
161	Pinto loam	0-2
162	Pinto loam	2-9
164	Pits-Dumps complex	
168	Santa Lucia Shaly clay loam	30-50
170	Soquel loam	0-2
171	Soquel loam	2-9
172	Soquel loam	9-15
173	Sur-Catelli complex	50-75
174	Tierra Watsonville complex	15-30
175	Tierra-Watsonville complex	30-50
176	Watsonville loam	0-2
177	Watsonville loam	2-15
178	Watsonville loam - thick surface	0-2
179	Watsonville loam - thick surface	2-15
180	Watsonville loam - thick surface	15-30
183	Zayante course sand	30-50
184	Zayante-Rock outcrop complex	30-50

= Soils with a high to very high erosion hazard potential

Source: USDA Soil Conservation Service, Soil Survey of Santa Cruz County, 1980

MAP EQ-5: UNIQUE, PRIME, AND IMPORTANT FARMLAND AND GRAZING LAND

The City of Santa Cruz, California



LEGEND

- PRIME FARMLAND
- FARMLAND OF STATEWIDE IMPORTANCE
- UNIQUE FARMLAND
- GRAZING LAND

Source: State of California Farmland Mapping and Monitoring Program, 1990

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MAP EQ-6: SOIL EROSION POTENTIAL

The City of Santa Cruz, California



LEGEND

AREAS OF HIGH AND VERY HIGH EROSION POTENTIAL

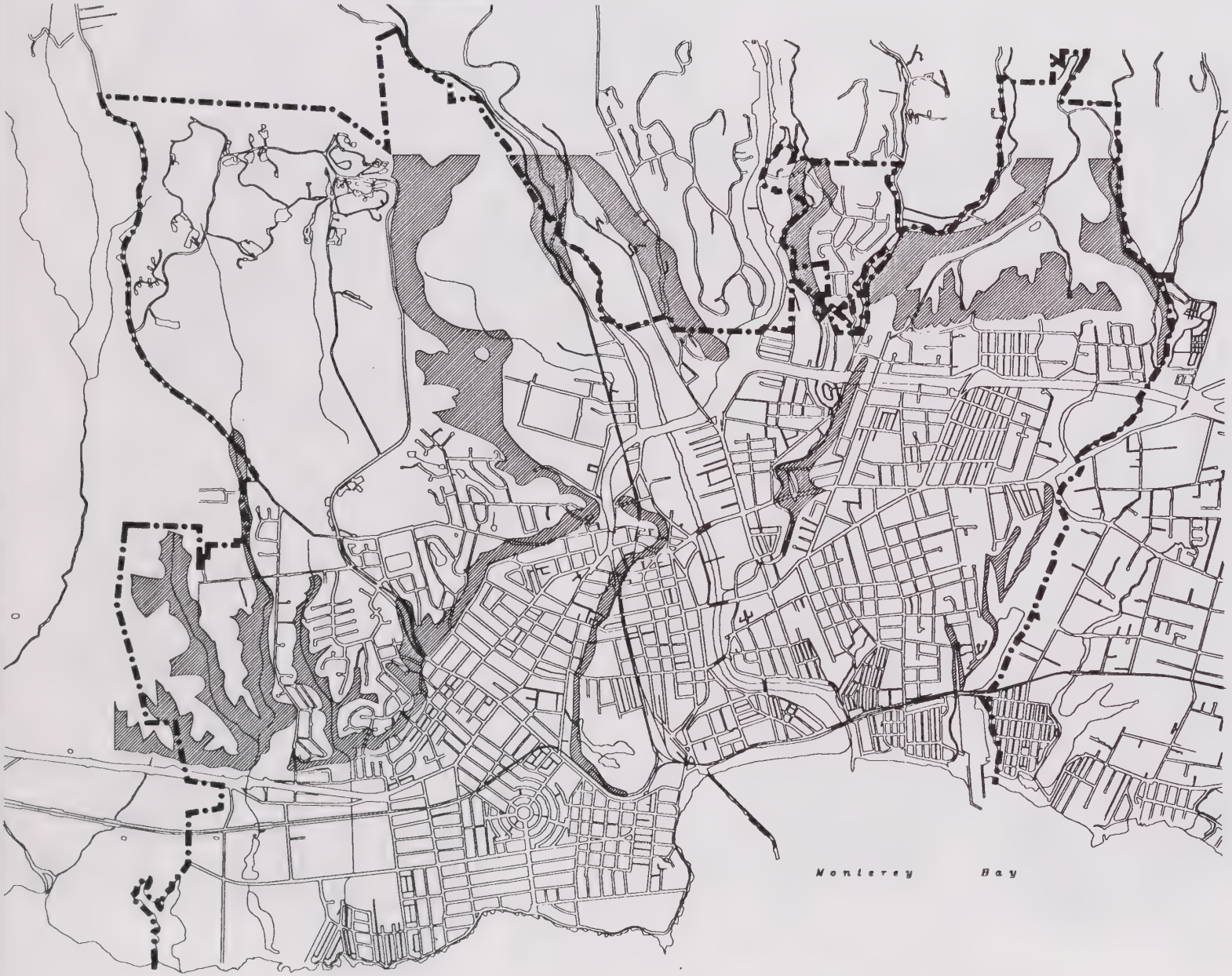
CITY LIMITS

SOURCE:
USDA, SCS, Santa Cruz County, 1980.

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MAP EQ-7: SLOPES GREATER THAN 30%

The City of Santa Cruz, California



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LEGEND

SLOPES GREATER THAN 30%

CITY LIMITS

Source: U.S.G.S. Map, Santa Cruz Quadrangles 1968

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GOAL EQ 3: **Preserve agricultural and grazing lands and control erosion and siltation to reduce loss of valuable soils, damage to water resources and biotic resources, and potential hazards.**

Policies and Programs:

3.1 Require site design and erosion control measures in areas subject to erosion hazards or adjacent to streams and wetland areas to minimize grading activities and vegetation removal. (See Maps EQ-6, EQ-8 and EQ-11)

3.1.1 For areas with very high or high erosion hazards, develop guidelines requiring structures to be clustered, access roads and driveways to avoid cutting across slopes, foundations which minimize excavation or fill, and recompaction and stabilization of sidecast materials.

3.1.2 Prohibit grading and earth disturbance during wet winter months and ensure that any grading or stockpiles are stabilized and revegetated (or covered) before winter months.

3.1.3 Require an erosion control plan for all new projects located within or adjacent to erosion hazard areas, and for all development proposals involving slopes exceeding 10%. (See policies under S 1.1)

3.1.4 Work with the County and Port District to reduce erosion and sedimentation occurring in Arana Gulch. (See policies EQ 4.2.1, L 3.4.5)

3.1.5 Evaluate new development adjacent to the Moore Creek corridor for adequacy of erosion control measures. (See Policies EQ 4.2.1, L 3.4.12)

3.2 Limit development and control excavation and grading on and in the vicinity of unstable slopes or slopes over 30% to diminish erosion hazards and protect natural land forms and plant and animal habitats. (See Map EQ-7.) (See policies under S 1.1. and policy CD 2.1.2)

3.2.1 Prohibit development on slopes greater than 50%.

3.2.2 Prohibit development on slopes between 30% and 50% unless a project meets the following criteria: a physical hardship exists; impacts

are mitigated to an insignificant level; structures are designed to conform to the terrain; mass and bulk of structures are minimized; fire safety measures are incorporated; geological and structural reports establish safety of construction; and alteration of the natural landform is minimized. (See policy CD 2.1.2)

3.2.3 Generally require at least a 20-foot setback from slopes over 30%, unless the criteria in EQ 3.2.2 are met; in no case shall the setback be less than 10 feet from the top edge of the slope.

3.2.4 Prohibit land divisions that could degrade distinctive natural features or result in development on lands within slopes over 30%. (See policy CD 2.1.1)

3.3 Protect ocean cliffs and cliff edges from human activity that creates erosion and cliff retreat. (See policies under S 1.2)

3.4 Protect significant agriculture and grazing lands within and along the periphery of the City from development utilizing exclusive agriculture/grazing zoning and Williamson Act contracts. (See Map EQ-5, policy L 3.1.3 and policies under L 3.1.4.)

3.4.1 Evaluate agricultural soils to determine their soil classification taking into account the soil-building potential of alternative agriculture techniques to improve soil.

3.4.2 Agricultural uses should be compatible with constraints of soil and topography.

E. BIOTIC RESOURCES

Natural and, to some extent, developed areas provide habitat for plant and animals, as well as areas of scientific, recreational, and spiritual purposes. Preserving the ecological integrity of these areas is essential to protecting biotic resources and enhancing the quality of human life. Once biotic resources are degraded, they are difficult, if not impossible, to restore.

1. Vegetation

Santa Cruz' climate and geography support a diverse array of vegetation ranging from kelp beds and pickleweed to oak trees and redwood forests. This vegetation responds to, and has a significant impact upon, its environment. Plant roots and organic debris aid the soil in absorption of rain water, decreasing surface runoff and enabling ground water to percolate into the soil and recharge underground aquifers. Roots also help to secure soil and promote slope stability. This reduces soil erosion and siltation in stream channels and flood control structures, thereby reducing potential landslides and flood hazards. Plant leaves and organic

debris also furnish the soil with organic matter containing nutrients necessary for plant growth and succession.

Plants are grouped by community types according to their response to ecological factors within the environment. Each community type is characterized by the presence, or relative abundance of certain plant species and each represents a biological response to geology, soils, topography, available water, climate conditions, slope, fire and other conditions. Vegetational types and plant communities in Santa Cruz provide habitat for a diverse array of wildlife and supports a complex food web. Plants provide forage for wildlife, livestock and, to a limited extent, food for people. Plants provide protective cover for wildlife and modify local climatic conditions, or microclimate by providing shade and modifying the humidity. Vegetation also buffers noise, adds oxygen to the atmosphere, and removes or neutralizes certain noxious air pollutants in the urban environment.

2. Wildlife

More than 50 species of mammals, and 250 species of birds live in the vicinity of Santa Cruz on either a permanent or part-time basis. Many of these species depend upon the preservation of and linkages between natural areas for their survival. Other species are well-adapted to and proliferate in urban areas, competing with native, sensitive and other species, and thereby reducing wildlife diversity.

Protection and preservation of wildlife populations and diversity is important to the quality of life in Santa Cruz. Protection of the area's wildlife population and diversity requires several actions; perhaps most important is the protection of habitat, that is, preservation of plant communities that are the ecological basis of a habitat. In many cases, wildlife is not restricted to dependence on one plant community or habitat area, but is dependent on a variety of different habitats. In some cases wildlife is dependent on a particular plant species within a plant community. Thus, preserving the diverse array of plant communities and species is essential.

A second way to protect wildlife populations and diversity is to minimize habitat fragmentation by preserving or establishing linkages between natural areas and reducing obstacles that prevent wildlife movement from one location to another. This has the effect of enlarging the useable habitat area. Lastly, it is also important to protect native and sensitive species from competition with invasive species. The protection and preservation of native wildlife depends, in part, upon encouraging the growth of native vegetation over non-natives. Most native vegetation provides superior food for native wildlife. Often non-native plants tend to have few natural enemies in the area and as a result tend to displace native plants. For sensitive species, preserving elements that are an important part of their habitat, for example, protecting eucalyptus wintering sites for the monarch butterfly and safe roosting sites of the black swift, is essential to protecting these species.

3. Vegetation and Wildlife Habitat

A habitat includes those ecological conditions supporting an organism or biological population. The presence of plant communities and their associated wildlife indicates the presence of a suitable habitat. Natural and even some urban areas provide habitat for a variety of plant communities and wildlife species. A specific habitat is the result of

numerous natural conditions such as climate and the abundance of wildlife species. When development occurs in natural areas, a certain amount of change is expected to affect the balance. Care must be taken to prevent a complete transition from one plant community to another, because a change in plant communities could affect wildlife or increase hazards of erosion and brush fires. The preservation of plant species and communities and restoration of natural habitats that have been lost or degraded must also be considered.

Eleven habitat types — one aquatic and ten terrestrial — supporting various plant communities and wildlife have been identified within the City. They include: **(1) Coastal Marine (2) Coastal Strand and Rocky Shore, (3) Wetlands, (4) Riparian, (5) Grasslands, (6) Brush, (7) Mixed Evergreen Forest, (8) Monterey Cypress/Pine, (9) Redwood Forests, (10) Eucalyptus Groves, and (11) Urban Areas.**[12] See Maps EQ-8 and EQ-9. The EIR describes each of these more fully. Protecting and enhancing these habitats will serve to maintain the ecological integrity of the area.

4. Rare, Endangered and Sensitive Species and Limited Habitats

Rare species, although not presently threatened with extinction, are in such numbers throughout their range that they may be endangered if their environment is degraded. **Endangered species** are ones whose prospects of survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition or disease. The Santa Cruz Tar Plant, Golden Eagles, Burrowing Owl, American Peregrine falcon, and California Brown Pelican are endangered species found within the City. **Sensitive Species** are those species that rely on specific habitat conditions that are limited in abundance, restricted in distribution or are particularly sensitive to development. Sensitive species in the City include the Monarch Butterfly, Black Swift and Pigeon Guillemot. **A limited habitat** is a habitat type that is rare or has been significantly reduced from its historical distribution, either locally or statewide, and is of special importance in meeting the general life requirements of many wildlife species. Coastal wetlands, mima mounds, coastal prairie areas, and seabird rookeries and roosting areas are four such habitat areas in the City (See Map EQ-9). The General Plan EIR provides a full discussion of these species and habitats in the Biotic Resources section.

5. Ecological and Scientific Study Areas

It has become increasingly unusual to find areas that have remained unaltered by human presence. This situation has caused a number of scientific and educational groups to sponsor programs to retain land in its natural state. Once established, these areas serve as ecological and scientific study sites. The City is fortunate to have four such areas within its vicinity: Long Marine Lab and Younger Lagoon, the UCSC Environmental Reserve, the UCSC Arboretum and Farm, and the Monterey Bay National Marine Sanctuary. See Map EQ-10 for location of these areas. (See the EIR for a description of these areas.)

[12] Each identified plant community is a composite of many different plant species within the area designation representing the most dominant specie(s).

MAP EQ-8: VEGETATION COMMUNITIES

The City of Santa Cruz, California



N

LEGEND

- COASTAL STRAND AND ROCKY SHORE
- WETLANDS
- RIPARIAN
- GRASSLANDS
- BRUSH
- MIXED EVERGREEN FOREST
- MONTEREY PINE
- REDWOOD FOREST
- EUCALYPTUS GROVE
- COASTAL MARINE
- URBAN

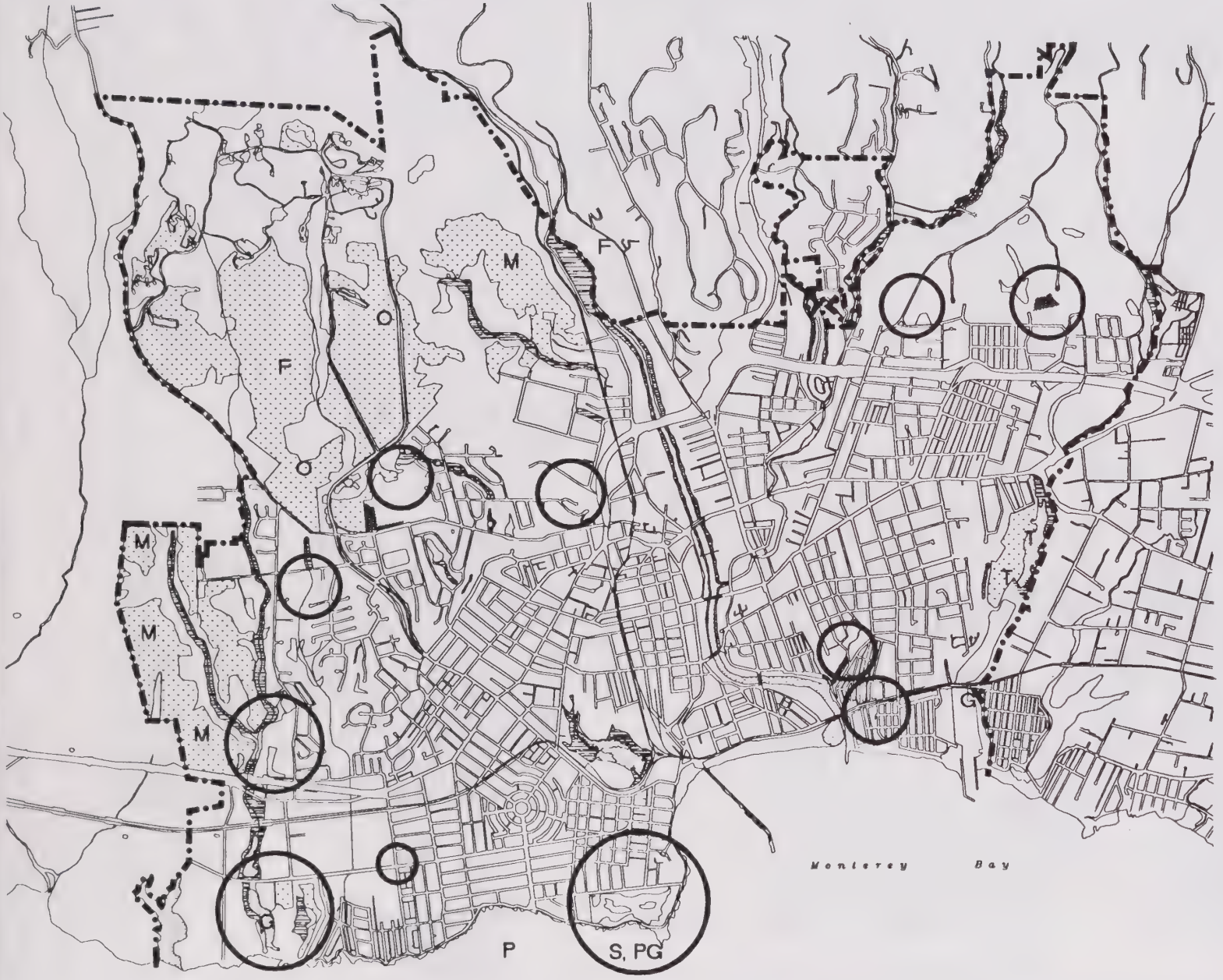
Source: City of Santa Cruz Planning Department
EA Engineering Science and Technology 1989.

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MAP EQ-9: SENSITIVE SPECIES AND HABITATS

The City of Santa Cruz, California



N

LEGEND

- WETLANDS
- RIPARIAN
- GRASSLANDS
- G TIDEWATER GOBY
- M MIMA MOUNDS
- O BURROWING OWL
- P CALIFORNIA BROWN PELICAN
- MONARCH BUTTERFLY
- PG PIGEON GUILLIMOT
- S BLACK SWIFT
- T SANTA CRUZ TARPLANT
- F AMERICAN PEREGRINE FALCON

SOURCES: California Natural Diversity Database (CNDD), ERA Associates, Monarch Project, Rogers E. Johnson & Associates. 1990

NOTE: Monarch habitat locations are depicted in very general areas; further study would be needed to determine more precise habitat areas.

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MAP EQ-10: ECOLOGICAL AND SCIENTIFIC STUDY AREAS

The City of Santa Cruz, California



N

LEGEND

- MONTEREY BAY NATIONAL MARINE SANCTUARY
- U.C.S.C. ENVIRONMENTAL RESERVE
- YOUNGER LAGOON
- U.C.S.C. ARBORETUM

Source: City of Santa Cruz Planning Department
U.C.S.C. LRDP, 1988.

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MAP EQ-11: STREAMS

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department, 1992

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GOAL EQ 4: **Protect and enhance natural vegetation communities and wildlife habitats throughout the City.**

Policies and Programs:

4.1 Protect the natural ecosystem of the Monterey Bay Marine Sanctuary and the shoreline. (See policies under L 3.7.)

4.1.1 Cooperate with appropriate agencies to protect and manage offshore kelp beds.

4.1.2 Preserve the habitat of and minimize disturbance to seabird rookeries and roosting areas along the coastline. (See policies under EQ 4.5.4)

4.1.3 Require coastal protective structures, signs and public facilities to be sensitive to the natural setting and minimize the alteration of the natural shoreline. (See policies under L 3.5, PR 1.7, and S 1.2.3)

4.1.4 Work with the California Department of Parks and Recreation and other agencies to protect tidepool areas below DeAnza Mobile Home Park and along Natural Bridges State Beach and West Cliff Drive.

4.1.5 Protect the quality of water discharged into the Bay and allow no dumping of materials into the Monterey Bay. (See Policy EQ 2.1.)

4.1.6 Manage Bay waters under City control pursuant to the terms of the State Lands Commission Public Trust Grant and coordinate with the State Lands Commission on matters affecting all Bay waters.

4.2 Preserve and enhance the character and quality of riparian and wetland habitats, as identified on Maps EQ-8 and EQ-11.

4.2.1 Develop, adopt and implement management plans for City-owned wetland and riparian areas including: San Lorenzo River, Neary Lagoon. Require management plans for sites not owned by the City in connection with development, and/or encourage other agencies to implement management plans for: Younger Lagoon, Jessie Street Marsh, Arana Gulch, Moore Creek, Natural Bridges Marsh, and Antonelli Pond. (See Policies EQ 3.1.4, EQ 3.1.5 and policies under L 3.4)

4.2.2 Minimize the impact of development upon riparian and wetland areas through setback requirements of at least 100 feet from the center of a watercourse for riparian areas and 100 feet from a wetland. Include all riparian vegetation within the setback requirements, even if it extends more than 100 feet from the water course or if there is no defined water course present.

4.2.2.1 Require that all development within 100 feet of these areas be consistent with the applicable management plan provisions under EQ 4.2.1 and L 3.4, if one has been established.

4.2.2.2 For Neary Lagoon, provide at least a 100-foot buffer between non-recreational land uses (e.g., parking, housing) and the lagoon. Exceptions may be granted for the City Secondary Wastewater Treatment Plant (to the limits shown in the Neary Lagoon Management Plan) project provided that mitigation measures as specified in the environmental impact report and management plan are concurrently implemented. (See also policy CF 7.2.2.2)

4.2.2.3 Prohibit uses such as construction of main or accessory structures, grading or removal of vegetation within riparian and wetland resource and buffer areas and allow permitted uses (such as previous non-motor vehicular trails, incidental public services, maintenance and replacement of existing Public Works facilities, maintenance of existing or restoration of previously dredged depths in flood control projects and navigational channels, small-scale facilities associated with nature study or resource-dependent activities, construction, grading or removal of vegetation necessary for maintenance, landscaping designed to provide a natural buffer and grading necessary as a part of such landscaping plan, passive recreation, habitat preservation and restoration) that are consistent with the environmental quality policies of this Plan and adopted management plans. Construction of main or accessory structures, grading and vegetation removal may occur if consistent with an adopted management plan.

4.2.3 Minimize increased runoff into riparian and wetland areas unless biological evaluation recommends increased inflows. (See Maps EQ-8 and EQ-11.)

4.2.4 Preserve riparian and wetland vegetation by minimizing removal and allowing only for uses dependent on the resources, passive recreational use, and maintenance of existing uses according to adopted management plans with compensating mitigation.

- Remove non-native invasive plants as specified in the management plans.
- Where consistent with the protection of riparian and wetland areas, provide actual or visual access of a low-impact nature (e.g., unpaved, narrow trails, boardwalks and vista points).

4.2.5 Protect and minimize the impact of development on bird, fish and wildlife habitat in and adjacent to waterways.

4.2.6 River or stream alterations must be consistent with the natural characteristics of the stream and limited to those allowed under Coastal Act Section 30236 which includes those necessary for water supply, flood control and habitat improvement projects. (See policy S 3.1.2)

4.2.7 Develop an Adopt-a-Stream program on a trial basis and determine its potential to protect, enhance and restore stream resources within the City. (See Map EQ-11 and policy EQ 2.4)

4.3 Preserve the character and quality of grassland habitats, as identified on Map EQ-8 by minimizing disturbance and removal of native grasslands and design landscaping to provide a natural buffer.

4.4 Preserve the character and quality of brush, mixed evergreen forest, Monterey pine, redwood forest and eucalyptus habitats, as identified on Map EQ-8 by minimizing removal of trees and brush where they are an integral part of the community or habitat and requiring introduced landscaping to be compatible with the established tree and/or brush community.

4.5 Continue the protection of rare, endangered, sensitive and limited species and the habitats supporting them. (See Map EQ-9)

4.5.1 Maintain an up-to-date list and map of sensitive, rare and endangered flora and fauna to ensure their protection in the environmental review process.

4.5.2 Preserve the Santa Cruz Tar Plant by requiring appropriate buffers from any development and a management plan for on-site preservation.

4.5.3 Protect monarch butterfly overwintering sites and ensure adequate buffering of these sites from development.

4.5.3.1 Maintain a list and map of monarch sites showing the boundaries of all monarch sites within the City.

4.5.3.2 Require development in the vicinity of designated monarch sites to undergo environmental impact analysis and for development affecting sites prepare a management plan addressing preservation of the habitat that includes criteria such as:

- Prohibiting the cutting, thinning, pruning or removal of any tree or shrub (especially nectar plants used by monarchs) except as necessary for safety of homes or persons and requiring replacement of comparable vegetation;
- Prohibiting pesticide use and keeping all water sources clean;
- Allowing construction only during the months when monarchs are not present; and
- Keeping smoke from infiltrating monarch roosting sites.

4.5.3.3 Explore funding for the public acquisition of privately-owned monarch butterfly habitats and place signs and information at City-owned sites.

4.5.3.4 Encourage private landowners and visitors to protect monarch sites by making biological management guidelines available to the public.

4.5.4 Preserve Black Swift and Pigeon Guillemot habitat by monitoring the effects of erosion repair work along West Cliff Drive and timing construction in areas near these habitats to avoid disturbing them during the nesting season ensuring that no significant adverse impact occurs. (See policy EQ 4.1.2)

4.6 Encourage the restoration of native vegetation and other revegetation efforts in areas where plants or habitats are diseased or degraded.

4.7 Minimize the impact of grading and filling on plant and animal life. (See programs under EQ 3.1 and EQ 3.2.)

4.8 Encourage street tree planting and preservation programs within sparsely vegetated urban areas. (See policies under goal CD 6.)

F. ENERGY

As Santa Cruz enters the 21st century, energy conservation and the development of renewable energy sources will become essential. The City and its citizens can be seriously impacted by unwise energy policies of the State or federal government. As such, it is critical that all citizens recognize that fossil fuel and other energy products are limited and have larger environmental consequences such as ozone depletion and global warming. Strategies designed to conserve energy and develop renewable energy resources will help the community preserve non-renewable resources for future consumption, save money on utility bills, reduce environmental impacts from fossil fuel consumption and also reduce dependency on foreign oil and limited domestic nonrenewable resources.

Many residents live and work in structures and land-use patterns that are energy inefficient, built during an era of cheap, plentiful energy resources. Energy-inefficient buildings use over one-third of the nation's energy, primarily for space heating and cooling and appliances while energy-inefficient land-use patterns promote dependence upon the automobile. It is the City's goal to encourage land-use patterns, automobile trip reduction and energy-efficiency requirements for buildings and businesses and increase public awareness of energy issues to reduce energy consumption and reliance upon non-renewable energy resources. The City itself will also strive to reduce energy use and production of environmentally damaging energy by-products. These actions help preserve and reduce dependence on non-renewable energy resources and can also reduce City expenditures on energy-related items.

ENERGY
GOALS, POLICIES AND PROGRAMS

GOAL EQ 5: Implement, to the greatest degree possible, transportation strategies that reduce the consumption of fossil fuels, and energy strategies that increase energy-efficiency and energy conservation in all sectors of energy usage and which increase the production and use of renewable energy sources within the City.

Policies and Programs:

5.1 Meet or exceed all local and state standards for energy conservation and use in all City operations providing on-going energy management of City operations, including monitoring energy use, rate analysis, energy accounting and reports, technical support for energy-related departmental purchases,

replacement of lights with high-efficiency tubes and ballasts and also replacement of older, inefficient (ozone-depleting) heating, lighting, ventilation and air conditioning systems. (See policy PR 1.9.1).

5.1.1 Purchase City vehicles that have alternative fuel systems and are more fuel efficient, maintain existing vehicles through tune-ups, tire pressure maintenance and smog inspections to improve fuel efficiency and reduce impacts on air quality, and encourage the use of walking, bikes and other forms of alternative transportation among employees. (See policy C 6.1.1)

5.2 Establish an outreach program and cooperate with other agencies encouraging energy conservation and renewable energy programs. (See policies under L 1.8, L 3.7, C 1.8.6, ED 1.6.1 and CF 1.6.)

5.2.1 Promote the development of education programs about energy resources and conservation for use in the school classrooms and also increase public awareness of the negative effects of offshore oil drilling and increased automobile use.

5.2.2 Approach UCSC to develop a joint energy efficiency program addressing waste management, transportation, and new construction.

5.2.3 Cooperate with the local electrical and gas utility company to plan for population growth, and promote conservation and renewable energy programs.

5.2.3.1 Encourage representation of the City at Public Utility Commission rate hearings to develop a rate structure which has incentives for energy conservation, non-polluting and decentralized or locally generated forms of energy.

5.2.4 Support State and Federal legislation promoting research on renewable energy and appropriate technologies, and providing economic disincentives for the use of petroleum based and disposable products.

5.2.5 Encourage and participate in local solar, electric, wind and other renewable energy demonstration projects.

5.3 Adopt and implement energy conservation and renewable energy design ordinances and/or design guidelines for new construction and major remodeling with, if feasible, energy efficiency standards surpassing State Energy Commission standards. (See policy H 4.1.2)

5.3.1 Investigate requiring energy efficiency and consumption analysis for all new projects, public and private, proposed for construction and

consider prioritizing permit processing and reducing permit fees for projects where total annual energy use is demonstrated to be significantly less than in conventional projects. (See policy H 1.9.2.1)

5.3.2 Encourage reduction in the use of non-renewable energy resources for street lighting, decorative lighting and advertising, indoor lighting and cooling and also, where practical, require natural ventilation and natural lighting of interior spaces.

5.3.3 Develop and adopt a solar access ordinance to protect solar access rights and require solar orientation to maximize utilization of solar potential.

5.3.4 Require new swimming pools, spas and hot tubs to be heated by renewable energy sources to the maximum extent possible (e.g. solar or cogeneration).

5.3.5 Review building codes to remove obstacles to utilizing renewable energy systems, and provide incentives in obtaining permits for such systems.

5.4 Develop and implement a retrofit program of incentives and requirements to improve the energy efficiency of existing structures (including swimming pools and spas) with cost-effective conservation and renewable energy systems.

5.4.1 Consider requiring the seller of a structure to make available to the buyer and lender the last full year of energy utility bills and rate the energy efficiency of a building at time of sale. Investigate the potential of helping a buyer of an energy-efficient building to obtain a larger loan when it is clear projected energy expenses are very low.

5.5 Promote industries that use energy efficiently and encourage them to locate in the City, including industries that rely on labor intensity rather than non-renewable energy, utilize energy efficient production methods and renewable energy systems and are consistent with environmental protection policies. (See policy ED 3.1.)

5.6 Encourage development of locally generated and managed energy resources by investigating the uses of methane, solar and wave technologies and others and also seeking funding for pilot projects.

5.6.1 Investigate the potential for development and financing of privately owned renewable energy sources and promote their establishment where feasible.

5.6.2 Investigate the feasibility of investing a percentage of City revenues in renewable energy production so that a long term renewable energy base is built for City needs.

5.7 Prioritize the implementation of circulation system improvements, incentives and disincentive measures focusing upon reduction of single-occupancy automobile travel and promoting bus transit, rail transit/fixed guideway, carpooling, bicycling and walking. (See Circulation Element.)

G. NOISE

Increasing noise levels have become a common occurrence in everyday city life. Burgeoning population, concentrations of people in urban areas, and increased mechanization — particularly greater numbers of automobiles, trucks and motorcycles — produce conditions where noise levels have the potential to degrade the quality of life. Unlike many other environmental factors, noise is a subjective experience and difficult to quantify, and its effects often depend on the source. Noise associated with a pleasant experience (ocean waves, roller coaster) does not elicit the same reactions as does noise associated with a less pleasant experience (traffic, freight trains). Loudness, duration, piercing or humming and the time of day all affect how noise is perceived.

Loudness is measured in decibels and is typically expressed in DBA, a way of measuring that approximates human hearing. The human ear can generally perceive noise from 0 decibels to about 140, the point at which sound becomes painful. An increase of 3 decibels is normally not detectable, while an increase of 5 decibels is noticeable, and an increase of 10 decibels is perceived as a doubling of sound. In addition to loudness, noise is often characterized by time. L10 represents a noise level that is exceeded 10% of the time, and is a good measure of the maximum noise averaged over a given time period. L50 represents a median noise level and L90 describes daytime background noise. Ldn describes average/day/night noise and includes an adjustment for nighttime noise which is normally perceived to be louder because of the quieter nighttime condition. Standards have been established correlating noise and different land uses in terms of acceptable levels. See Figure EQ-12 for the relationship between different noise levels and land uses.

1. Noise Measurements and Contours

To evaluate the City's noise environment, noise measurements were taken in 1988, involving two components: two long-term 24-hour measurements along Ocean and Mission streets to document the impacts of traffic on major arterial streets and short-term measurements at twelve locations in various parts of the City to document general noise levels.

The 1988 measurements showed the noise environments along transportation corridors are dominated by traffic noise. Along Ocean Street, the daily noise exposure level was approximately 68 dB, although background noise (L90) dropped to as low as 42 Db during

the night. Heavy morning and evening commute traffic produced a noise level of approximately 71dB along Mission Street. Background levels were about 64dB during the day, dropping to the high 40s at night.

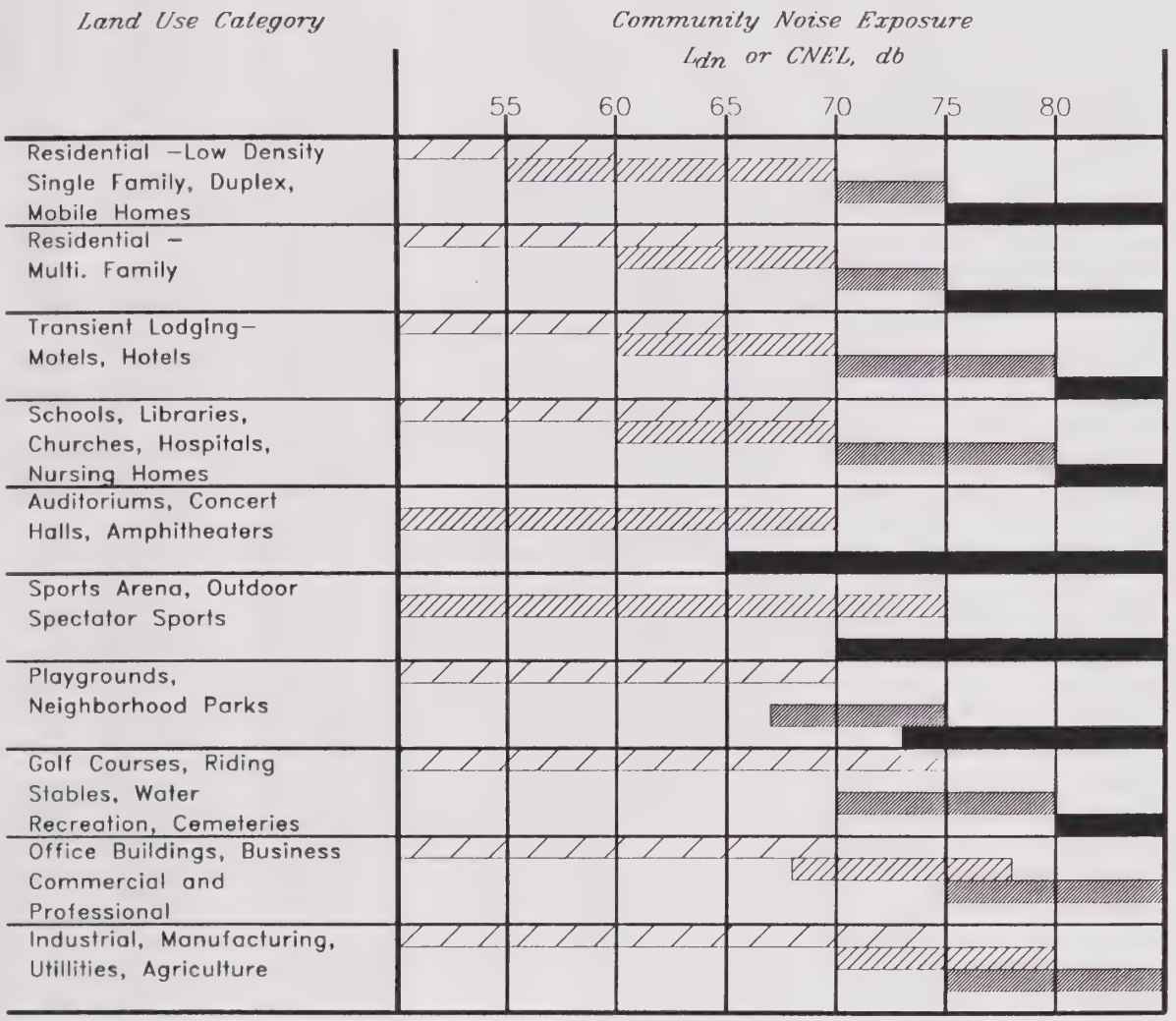
To evaluate the noise impacts from vehicular traffic, noise contours were developed for the City's major arterial streets.[13] The significant elements in vehicular noise are traffic volume, speed and truck traffic. The purpose of noise contours is to define areas where noise may be a factor in land use and to determine when noise should be considered in the development process.

Comparison between existing noise contours (Map EQ-13) and those projected for 2005 (Map EQ-14) reveals that noise levels along arterial streets will not increase significantly. While this may seem surprising since more cars will likely be on the roads, the dynamics of noise depend more on traffic speed and truck traffic than on volume. Traffic speeds are not likely to increase and in fact, they may decrease somewhat. Thus future noise levels, although they are already significantly high along major arterials, will be similar to 1990 levels.

[13]Noise contours are generated by a Federal Highway Administration computer model that does not take existing buildings, terrain or unusual circumstances into account.

MAP EQ-12: ACCEPTABLE NOISE LEVELS FOR LAND USE CATEGORIES

The City of Santa Cruz, California



Interpretation

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

Source: OPR, State General Plan Guidelines, Noise Appendix, p266

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GOAL EQ 6: **Maintain an environment that is not degraded by excessive urban noise by establishing compatibility standards for land uses and noise levels, protecting new land use from the impacts of excessive traffic noise and mitigating the impacts of road projects.**

Policies and Programs:

6.1 Require land uses to operate at noise levels that do not significantly increase surrounding background (ambient) noise levels.

6.1.1 Use site planning and design approaches to minimize noise impacts from new development on surrounding land uses.

6.1.2 Ensure that construction activities are managed to minimize overall noise impacts.

6.2 Designate areas that are exposed to existing or projected exterior noise levels exceeding 60 dBLdn as "noise-impacted." (Refer to noise contours, Figures EQ-13 and EQ-14.)

6.2.1 Require noise-sensitive uses (residences, schools, medical facilities, libraries, churches, daycare centers and convalescent homes) to be sited and designed to comply with the following standard:

- 60 dBLdn or less in outdoor activity areas, and interior noise levels to 45 dBLdn or less. Where it is not possible to reduce exterior noise to 60 dBLdn or less by incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65dn dBL may be allowed. Interior noise shall not exceed 45 dBLdn with windows and doors closed.

6.2.2 Require soundwalls, earth berms, setbacks and other noise reduction techniques, as appropriate and necessary, as conditions of approval for new development.

6.2.3 Land use adjacent to freeways and other heavily travelled roads shall be considered for its compatibility with high ambient noise levels.

6.3 Require environmental review of roadway projects that may significantly increase the average day/night noise levels, and require mitigation measures, such as smooth road surfaces, landscaped berm or walls in new roadway projects, as appropriate. (See policies CD 4.7 and C 5.8.5)

6.4 Limit truck traffic in residential and commercial areas to designated truck routes. (See Map C-15 and policy C 5.7)

6.5 Encourage mediation as a means to resolve noise complaints between neighbors.

6.6 Consider an ordinance regulating the level of daytime and night time intense and intrusive short-duration noise from the operation of machinery and outdoor equipment (e.g. leaf blowers) in residential areas.

6.7 Conduct regular measurements of ambient noise levels at selected locations throughout the City in order to monitor and update noise levels and determine cumulative noise impacts from individual projects.

MAP EQ-13: EXISTING NOISE EXPOSURE

The City of Santa Cruz, California



LEGEND

55 NOISE LEVEL IN DECIBELS (DB)

60 NOISE LEVEL IN DECIBELS (DB)

65 NOISE LEVEL IN DECIBELS (DB)

Source: Charles M. Salter Associates, Inc., 1990.

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MAP EQ-14: FUTURE NOISE EXPOSURE (YR 2005)

The City of Santa Cruz, California



LEGEND

55 NOISE LEVEL IN DECIBELS (DB)

60 NOISE LEVEL IN DECIBELS (DB)

65 NOISE LEVEL IN DECIBELS (DB)

SOURCE:
CHARLES SALTER ASSOCIATES, 1990

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COMMUNITY DESIGN ELEMENT
(Pages 77-97)

A. INTRODUCTION

The physical form and character of a community reflects many factors: the features and constraints of natural setting, history, the diversity of the people who inhabit the area, economic conditions, governmental regulations, civic pride, political leadership, the cohesiveness of the business community, and also the sensitivity of individual landowners and residents. The Community Design Element is concerned with how Santa Cruz looks and feels. It attempts to define the intangible sense of place and well being that characterizes Santa Cruz and to develop tangible policies and programs needed to keep Santa Cruz a quality place to live, work, raise a family and visit.

In looking towards the future, the community's goal is to preserve and enhance Santa Cruz' character and quality of life, drawing attention to features defining this character and quality and developing programs that build upon them. This element addresses six components that are critical to defining Santa Cruz' character and design. They include: **Urban Form, Natural Setting and Scenic Resources, Character and Scale of the Built Environment, Neighborhood Quality, Imageable Paths and Entrances, and Landscaping.** The following goals outline the direction of this element:

Community Design Goals

GOAL CD 1: **Maintain a compact City with clearly defined urban boundaries.**

GOAL CD 2: **Protect and enhance the City's natural setting and scenic resources.**

GOAL CD 3: **Maintain and enhance the City's unique built character and emphasize a human/pedestrian scale to development.**

GOAL CD 4: **Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character or quality.**

GOAL CD 5: **Improve the visual quality of the City's major roadways and entrances to enhance an area's sense of place and provide imageable paths and entrances throughout the City.**

GOAL CD 6: **Enhance the landscaped quality of the City and ensure an emphasis on landscape practices, management and plant species that are climate-appropriate to Santa Cruz.**

B. URBAN FORM

The history of City expansion reflects a process of gradual growth in response to changing community needs. The first major annexation included Branciforte Villa and DeLaveaga Park in 1905. No major annexations occurred from that time until the 1950's when the County hospital site and Wood's Lagoon were annexed. In the mid-1960's approximately

one-half of the University lands, Carbonera Estates and acreage west of Western Dr. were annexed to the City. Pogonip was annexed in the late 1980's. (See Map CD-1.)

The process of gradual growth has allowed Santa Cruz to maintain clearly defined urban boundaries. The City is currently contained by lands in agricultural/grazing uses to the west, natural areas, park and low-density residential uses to the north, the Monterey Bay coastline to the south, and the Arana Gulch wetland to the east. These lands are important features in the built environment and provide the City with a sense of orientation and identity. (See Map CD-2 for the City's Greenbelt Lands)

Within the City's boundaries, development densities are greatest in the City's downtown core and along the transit corridors. For the most part, development densities tend to decrease or the open-space character of development (e.g. clustering of development) increases from the central core towards the City's boundaries. This decrease in density and/or increase in open-space character provides a transition from urban to rural land uses in the City. This transition is most prevalent on the City's western edge.

URBAN FORM
GOALS, POLICIES AND PROGRAMS

GOAL CD 1: Maintain a compact City with clearly defined urban boundaries.

Policies and Programs:

1.1 Infill and intensify land uses consistent with existing neighborhood or commercial district patterns in developed areas currently served by municipal services. (See policy L 2.1 and policies under L 2.6.3)

1.1.1 Focus development in the Central Core, and along arterial and mass transit corridors. (See policies under L 2.6.3)

1.1.2 Develop design criteria to ensure compatibility of infill development with existing neighborhoods and proposed development patterns (including intensities and land uses.) (See policies under CD 4.3)

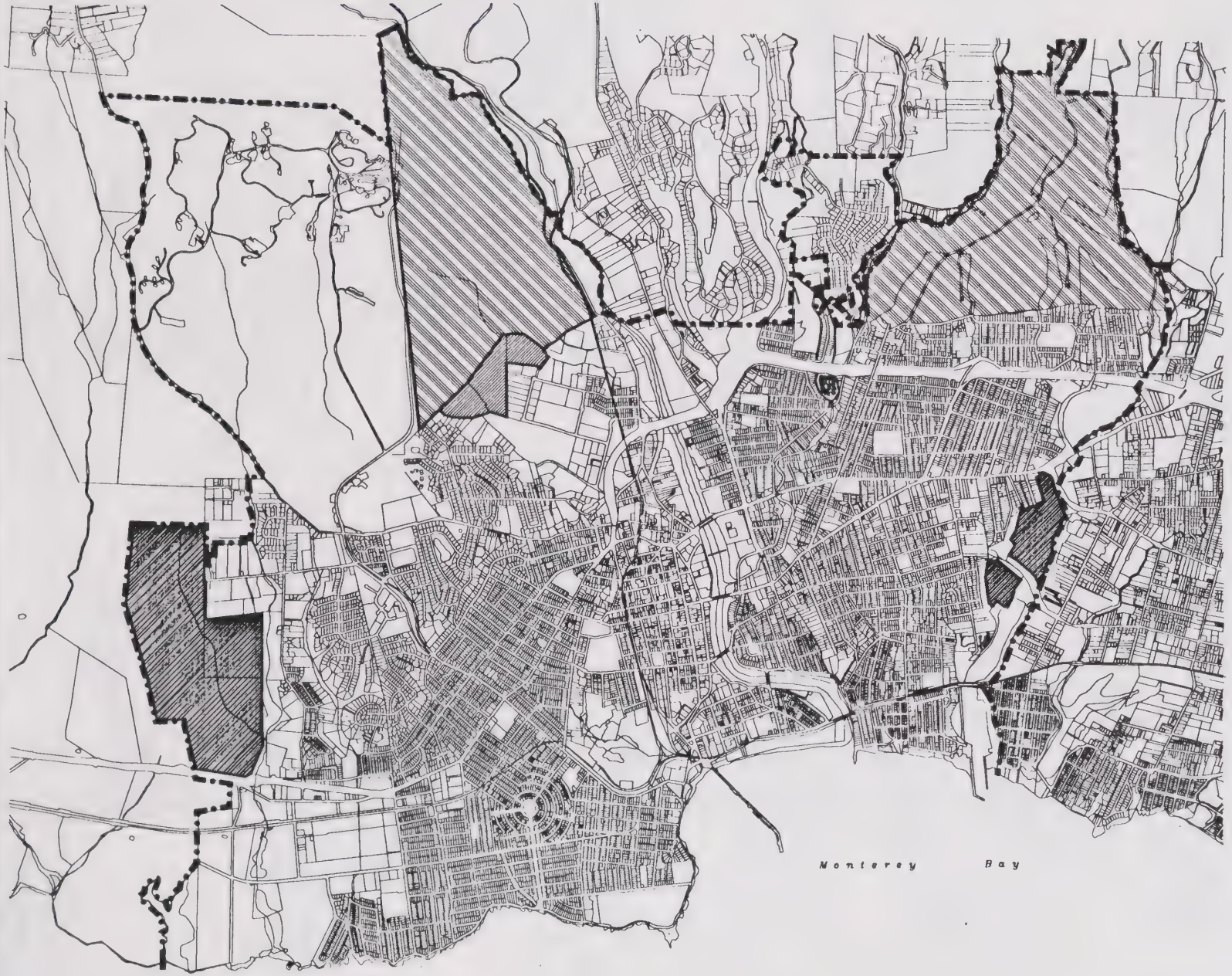
1.2 Maintain the City's Sphere of Influence and annex land in orderly compact increments only when a compelling General Plan policy is achieved. Review all annexation proposals for additional community facility and services needs.

1.2.1 Annex the balance of UCSC lands outside of the coastal zone immediately and consider annexing lands inside the coastal zone at a later date.

1.2.2 Consolidate the City limits in the Carbonera Area.

MAP CD-2: GREENBELT LANDS

The City of Santa Cruz, California



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LEGEND

CITY OWNED GREENBELT LANDS

PRIVATELY OWNED GREENBELT LANDS

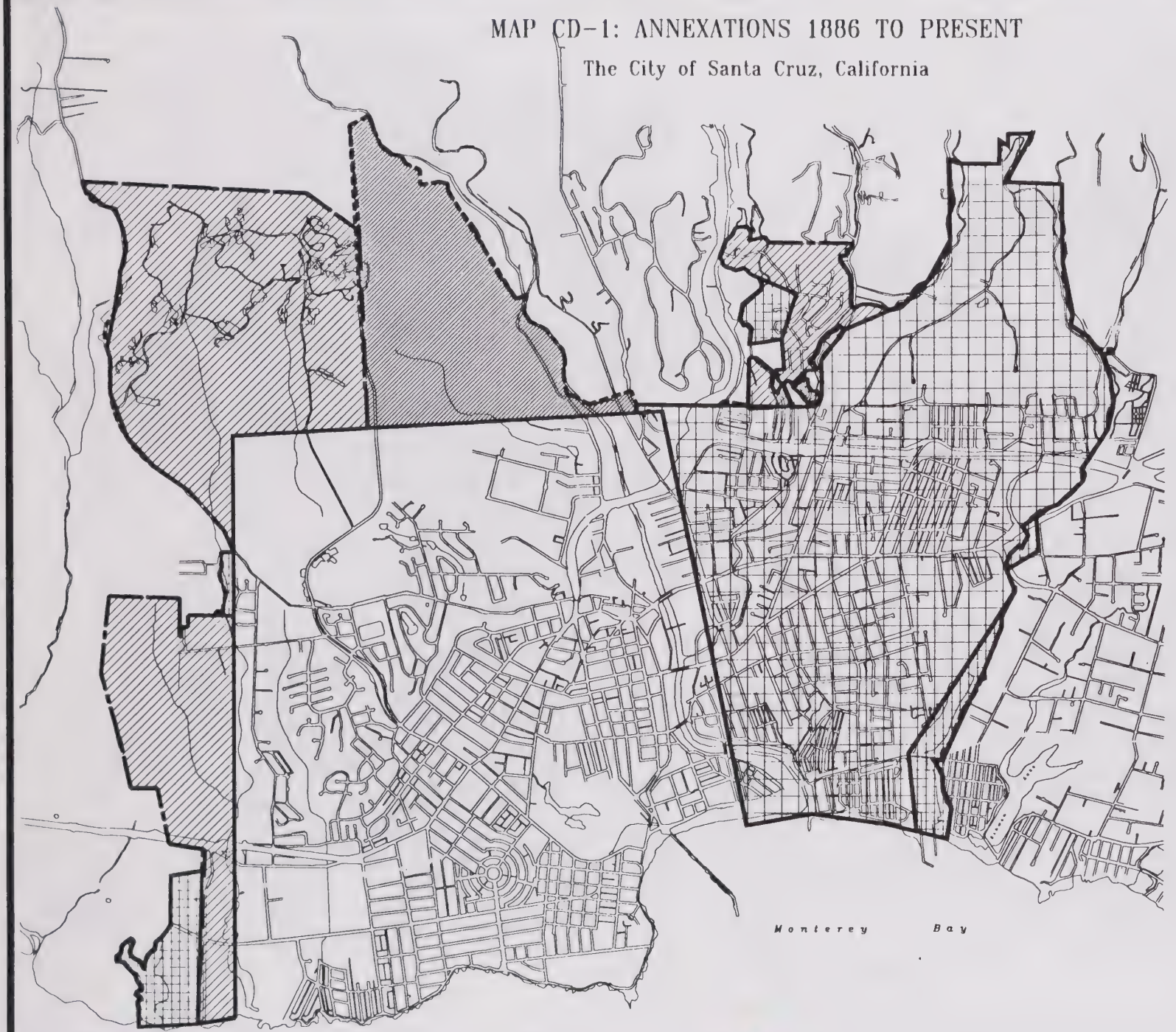
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MAP CD-1: ANNEXATIONS 1886 TO PRESENT

The City of Santa Cruz, California



LEGEND

ANNEXATIONS

- 1866 to 1904
- 1904 to 1947
- 1947 to 1960
- 1960 to 1989
- 1989 to present

Source: City of Santa Cruz
Planning Department

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1.2.3 Evaluate deannexing agriculturally zoned land on the western edge of the City.

1.3 Preserve open space land uses at the edge of the City to inhibit urban sprawl and maintain identity. (See Policies under L 3.1.)

1.3.1 Support the preservation of open space character and County land-use designations of the Gray Whale Ranch and agricultural lands to the west of the City's boundaries and east of Wilder Ranch.

1.3.1.1 Encourage the purchase of Gray Whale Ranch by the State as an addition to Wilder Ranch and Beaches State Park.

1.3.1.2 Work with the County to maintain lands between Moore Creek Canyon (west branch), the City's western boundary below Highway 1, Younger Lagoon and Wilder Ranch State Park in open space land uses through agricultural zoning, Williamson Act contracts, and open space easement agreements. (See policies under L 3.1)

1.3.2 Establish the City's urban development boundary at Moore Creek Canyon (east branch above Highway 1) and along the City limits below Highway 1 by assigning very-low density and intensity land-use designations to areas west of the boundary, and prohibiting the extension of wastewater services beyond this line. Extension of other urban services is permitted only if sized and designed to serve permitted uses where on-site services are unavailable and if consistent with Environmental Quality policies. (See policies under L 3.1 and L 4.1.1 and Map CF-6)

1.3.3 Develop a master plan to provide for the long-term preservation of the City's greenbelt lands. (See Map CD-2)

1.3.4 Encourage the continued preservation of significant portions of the UCSC campus in open space land uses.

1.4 Where development abuts open space land uses, utilize careful site planning to emphasize the natural edges provided by topography and vegetation and maintain visual and physical access to open space areas. (See Policies under L 3.3 and Map L-6)

C. NATURAL SETTING AND SCENIC RESOURCES

Natural areas, marine terraces and rolling foothills give the City a strong three-dimensional character and help to contain and define urban development by giving many areas a special sense of identity and uniqueness. They also provide for a diversity of scenic backdrops and viewpoints adding visual complexity and interest to the City. (See Map CD-3 and CD-4)

The Monterey Bay, Pacific Ocean and coastline constitute the entire southern boundary of the City, and are important natural features in the City's urban setting. The coastline provides a clearly defined city boundary, giving continuity and a strong sense of orientation and identity to the area. Beaches and coastal bike, pedestrian and automobile routes such as West Cliff Drive provide highly scenic and popular places for residents and visitors. The visual quality of the shoreline, as well as clearly delineated public access to and along it, is essential to maintaining a strong community character.

The north-south aligned San Lorenzo River roughly divides Santa Cruz in half. The river's central location gives it the quality of being the City's "spine". However, because the area has historically experienced flooding, many uses and buildings have been sited away from the river rather than oriented towards it. A flood control project in the 1950's left tall levees isolating the river channel from the City and inhibiting views and public access to the water. Nonetheless, the San Lorenzo River represents one of the most important natural features in the City, and could potentially provide a focal area linking the Downtown to the Beach/Boardwalk area as well as the upper river.

Natural areas such as Neary Lagoon, Antonelli Pond, Younger Lagoon, Arroyo Seco, Pogonip, Moore Creek, Jessie Street Marsh, and Arana Gulch Flood Plain are important natural features providing scenic and varying levels of recreational amenity, and in many places giving identity to nearby residential neighborhoods.

Bluffs and foothills are also important natural features and scenic resources highly valued by residents and visitors alike. Marine terraces form the two distinct topographic ridges or bluffs that are highly visible from various places in the City. These ridges separate the City into visually distinctive areas. The first ridge runs roughly along Bay and California Streets and Ocean View and North Branciforte Avenues. The second ridgeline is familiar to most Santa Cruz residents as they drive up High Street to the University, or enter De Laveaga Park. Although more distant, this ridge is equally scenic. The foothills of Santa Cruz are formed by the rolling hills on the University campus and Pogonip. Their seasonally-changing color, texture and redwood forests provide a scenic backdrop visible from many parts of the City.

MAP CD-3: SCENIC VIEWS

The City of Santa Cruz, California



N

LEGEND

SCENIC VALUES:

- VIEWPOINTS AND PANORAMAS
- VISUALLY DISTINCTIVE STRUCTURES
- SCENIC DRIVES
- URBAN SKYLINE
- RIDGE SKYLINE
- FOOTHILL SKYLINE

SOURCE: City of Santa Cruz Planning Department, 1992

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MAP CD-4: COMMUNITY FORM

The City of Santa Cruz, California



N

LEGEND

- TOPOGRAPHY
- MAJOR TRAFFIC ROUTE
- OPEN SPACE LANDUSE
- CHANGE IN LAND USE OR INTENSITY
- STRONG BUILDING FACADE

Source: City of Santa Cruz Planning Department, 1992

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GOAL CD 2: **Protect and enhance the City's natural setting and scenic resources.**

Policies and Programs:

2.1 Preserve natural features providing visual definition to an area within the City. (See policy EQ 4.3, L 4.3.)

2.1.1 Prohibit land divisions that could degrade distinctive natural features.

2.1.2 Minimize the impact of grading and development on important natural features such as bluffs and foothills.

2.1.3 Protect the Monterey Bay National Marine Sanctuary and the shoreline, recognizing their value as natural and recreational resources. (See policies under EQ 2.1, EQ 4.1 and L 3.7.)

2.1.4 Enhance the prominence of the San Lorenzo River as a natural feature giving structure, orientation and recreational enjoyment to the City. (See policies under EQ 4.2, L 3.4, PR 1.4.5 and also the San Lorenzo River Design and Enhancement Plan Summary.)

2.1.5 Protect and enhance unique natural areas including but not limited to Jessie Street Marsh, Pogonip, Arana Gulch Flood Plain, Neary Lagoon, Antonelli Pond, Arroyo Seco and Moore Creek Canyon. (See policies under EQ 4.2 and L 3.4.)

2.2 Preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not impede or disrupt them.

2.2.1 Develop siting, scale, landscaping and other design guidelines to protect visually sensitive areas and ensure that development is compatible with the character of the area. Areas to be protected include: open-space land uses, foothills, bluffs, scenic coastal areas, Beach Hill, Pogonip, Far West Side, Mission Hill, Moore Creek, DeLaveaga Park, and San Lorenzo River. (See policies CD 1.4, CD 3.5.4)

2.2.2 Identify important vistas and view corridors of community wide value to be preserved and require development to provide visual

and physical breaks to allow access to these areas. (See policy CD 3.5.2)

D. UNIQUE CHARACTER AND SCALE OF THE BUILT ENVIRONMENT

Many features contribute to the character and scale of Santa Cruz' built environment. Among them are the diverse array of building patterns and types that have resulted from the City's gradual growth and intensification over more than a century. This is apparent in the current mix and distribution of land-uses, many distinctive areas and neighborhoods, and varied architectural types prominent in Santa Cruz.

The City's mix and distribution of land uses provide residents and visitors with convenient access to a number of different living, shopping, recreation and working opportunities. Distinct areas and residential neighborhoods divide the City into nodes of activity and form integral parts of the community's character. Several of these distinct areas have Area Plans or Specific Plans prepared for them. They include: Beach Area Plan (1980, 1986, under revision), Downtown Recovery Plan, Santa Cruz Yacht Harbor Master Plan (1980), Moore Creek Corridor Access and Management Plan (1987), San Lorenzo River Design and Enhancement Plans (1987 & 1989), Seabright Area Plan (1981), the Western Drive Master Plan (1978) and the UCSC Long Range Development Plan (1988).[14] (See Area and Specific Plan Summaries chapter for more details.) Other areas including the West Cliff Drive/Lighthouse Point area, South-of-Laurel, North River Street area, Circles, and Westside Lands will have plans or design guidelines prepared for them in the future.

Building height and the articulation of building facades, particularly at the ground floor level, have been key factors in developing a human/pedestrian scale to Santa Cruz' built environment. The preservation and enhancement of natural, historical, architectural, cultural, and archeological resources, landscaping, public art, walking paths and bike lanes have also contributed to this and enhance the City's image as well as its continuity with the past. (Map CD-5 for Community Landmark Areas)

CHARACTER AND SCALE OF THE BUILT ENVIRONMENT GOALS, POLICIES AND PROGRAMS

GOAL CD 3: **Maintain and enhance the City's unique built character and emphasize a human/pedestrian scale to development.**

Policies and Programs:

3.1 By 1994, adopt a Design Review Manual to be used as a statement of City-wide design policy.

[14] The University is a State Agency and therefore it is not subject to the planning policies of the local City. Polices directing the University's growth and design are contained in its LRDP (Long Range Development Plan).

MAP CD-5: COMMUNITY LANDMARKS AND HISTORIC BUILDINGS

The City of Santa Cruz, California



LEGEND

- SCHOOLS
- CHURCHES
- LANDMARKS
- HISTORIC BUILDINGS

1 CROSS ROADS
2 ESTATE
3 LAKE
4 PARK
5 LIGHT HOUSE FIELD
6 LIGHTHOUSE POINT
7 NEARY LAGOON
8 TOWN CLOCK
9 GOVERNMENT CENTER
10 DREAM INN
11 WHARF
12 BOARDWALK
13 ROLLER COASTER
14 SUNSHINE VILLA
15 WIDE STREET
16 CANNERY
17 FREDRICK ST. PARK
18 BEACH ACCESS
19 HARBOR
20 JOHN FRANKS PARK
21 HEALTH FACILITY
22 CIVIC CENTER
23 CITY HALL
24 WRIGGLYS
25 CANYON
26 ADOBE
27 U.C.S.C.
28 OCTAGON MUSEUM
29 BRANCIFORTE ADOBE
30 HOLLY CROSS CHURCH
31 THE CIRCLES

Source: City Santa Cruz Planning Department, 1992

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3.2 Develop new and also implement existing plans and design guidelines for areas of community importance, to preserve and enhance areas contributing to the City's built character. (See policies under CD 6.2.5, L 2.2 and Area and Specific Plan Summaries elements.)

3.2.1 Develop and implement design guidelines for the Circles, the Downtown and Mission Hill Historic Districts, Mission, Soquel, Water and Ocean streets, West Cliff and East Cliff Drives, South-of-Laurel, and North River Street areas to preserve unique characteristics of the City's built environment. (See Policy CD 5.2.)

3.3 Encourage UCSC to maintain the visual quality and character of the campus by siting and designing buildings that blend with the natural landscape and maintain the natural skyline as seen from the City.



3.4 Develop and maintain physical and visual linkages between key areas in the City.

- The River — adjacent land uses. (See also policy PR 1.2.2.9)
- The Shoreline — adjacent land uses. (See also policies under L 3.5 and PR 1.7)
- West Cliff Dr. — Beach — East Cliff Dr. (See also policies under PR 1.4.2 and PR 1.7.6)
- UCSC — Downtown.
- Downtown — South-of-Laurel — Wharf — Beach.
- Cross-town linkage between City Hall and the County Government Building.



3.5 New or renovated development shall add to, not detract from City-identified landmarks, historic areas and buildings, and established architectural character worthy of preservation. (See Maps CD-4 and CD-5, policies under goal CR 4, L 4.3, S 2.3.1, S 2.4, and the Santa Cruz Historic Building Survey.)

3.5.1 Protect and enhance historic street patterns, rail lines, walls and pedestrian walkways to emphasize historic routes and help define districts and neighborhoods. (See policies under L 4.3.1)

3.5.2 Maintain the visual prominence of important City landmarks and destinations (such as the Holy Cross Church and the Boardwalk) as viewed from major circulation routes and public viewpoints. (See Map CD-5)

3.5.3 Encourage rehabilitation and adaptive reuse of historic and architecturally significant buildings rather than demolition. (See policy CR 2.1.2)

3.5.4 Maintain the prominence of Beach and Mission hills when development is proposed on or near them. (See policies CD 2.2.1, ED 5.3.1 and CR 2.2.2)

3.6 In pedestrian areas, require building design to be responsive to the pedestrian environment. These areas include but are not limited to Downtown, South of Laurel, the Beach, wharf, shoreline, and commercial shopping areas.

3.6.1 Encourage the use of pedestrian-scale fenestration, awnings, marquees, entrance lobbies, balconies, landscaping, paving materials and other amenities.

3.6.2 Encourage commercial and industrial developments to provide outdoor spaces for employees.

3.7 Require development to incorporate features to promote pedestrian use including new linkages to the pedestrian system. (See policy C 2.2.6)

3.8 Encourage the placement of works of art for public display by developing a plan for the incorporation of art in public places. (See policies under CR 4.1)

E. NEIGHBORHOOD QUALITY

Residential areas constitute physical and social building blocks of a community. People generally identify most closely with their immediate neighborhoods and as such, their quality and definition are integral components of community character. (See Map CD-6 for Community Neighborhoods.)

Natural features and/or land-use types often serve to define the City's neighborhoods. Boundaries range from natural features such as bluffs, rows of trees and the San Lorenzo River, to changes in street patterns, land uses and architectural styles. Many factors serve to define the quality of life within a neighborhood. For instance, when traffic increases through a neighborhood, it may disrupt the area by introducing barriers and changing the character of the area. Street improvements, street-tree planting, neighborhood improvement projects and the preservation of natural land forms can all serve to reinforce valued neighborhood qualities and boundaries.

MAP CD-6: NEIGHBORHOODS

The City of Santa Cruz, California



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LEGEND

- COMMUNITY ENTRY
- AREA ENTRY
- NEIGHBORHOOD
- CITYLIMITS

Source: Community Design Plan for Santa Cruz, 1977.

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REVISED 18-13 12/17/1998

To ensure neighborhood quality, neighborhoods with a more urban character, including the Beach, South-of-Laurel and Downtown, also need special care and attention to appropriate design of new development. Additionally, for all neighborhoods, a mix of housing affordability will enhance diversity and, where development patterns tend toward non-market-rate housing, attention should be given to creating incentives and other methods toward development of a full range of housing opportunities.

NEIGHBORHOOD QUALITY GOALS, POLICIES AND PROGRAMS

GOAL CD 4: **Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character or quality.**

Policies and Programs:

4.1 Work with neighborhood groups to plan for improvements to their neighborhood and, in the process, evaluate street width, landscaping, street lighting and furniture, architectural, pedestrian and natural amenities, rehabilitation opportunities and make recommendations and develop incentive programs for enhancing neighborhood quality. (See policy L 1.1.2, L 2.6.6, and S 5.5.1)

4.2 Preserve boundaries and landmarks giving definition to individual neighborhoods. (See policy CD 3.5)

4.3 Utilize design criteria contained in area and other plans to enhance the unique physical characteristics of neighborhoods throughout the City. (See Area and Specific Plan Summaries)

4.4 Promote housing rehabilitation, code enforcement, abandoned vehicle enforcement, and other programs to improve neighborhood quality and the existing housing stock. (See policies under goal H 4)

4.4.1 Evaluate use of a property maintenance ordinance and commercial residential use permit regulations as a means of improving neighborhood quality.

4.5 Strive to protect neighborhoods from the effects of heavy through traffic and on-street parking congestion while also providing neighborhood stores within walking and biking distance of neighborhood areas. (See L 2.4.3, L 2.7.3, C 5.8.4 and C 6.4.3)

4.5.1 Re-examine remaining policies and programs in the Liveable Street Plan for the Downtown Neighborhood and consider developing plans for other streets and neighborhoods in the City.

4.6 Provide residential street lighting that is appropriate in appearance, scale and intensity for residential areas. (See policy C 5.9.8)

4.7 When sound walls are used, ensure that they are visually interesting and well landscaped. (See policy EQ 6.3.1)

4.8 Public and private development should be designed to improve the character of existing neighborhoods and factors causing instability or creating urban barriers should be removed or discouraged.

4.8.1 Stabilize residential uses in the Downtown and South-of-Laurel neighborhood area and prevent commercial intrusion by selectively zoning land at the boundaries of the area.

4.8.2 Discourage commercial uses in the Mission Hill area that would generate significant traffic or conflict with the adjacent residential neighborhood.

4.9 Develop neighborhood places for interaction among residents such as parks, community centers, schools, commercial areas, libraries, churches and other gathering points and encourage festivities at neighborhood levels throughout the community. (See policies L 1.9 and L 5.3.3)

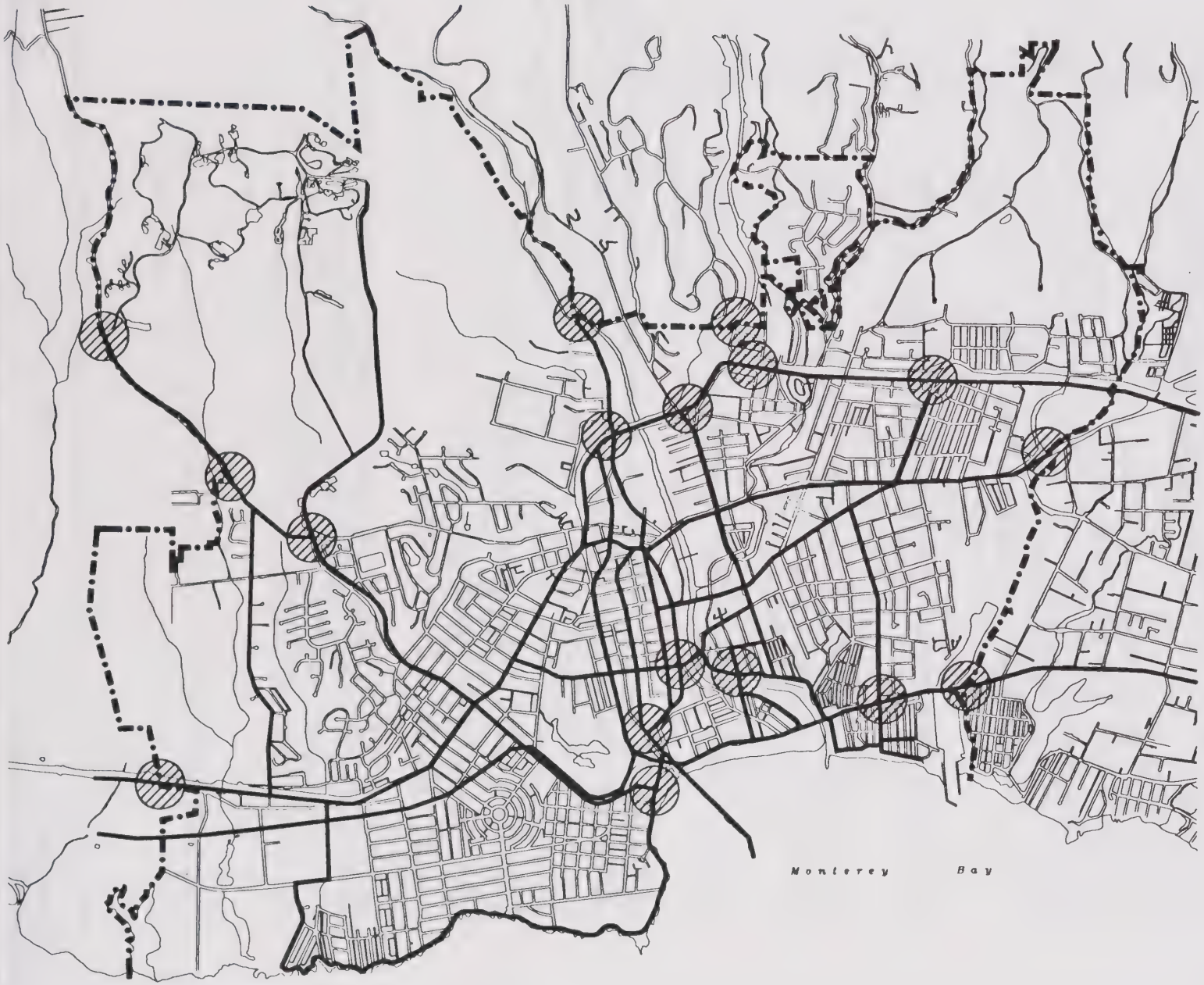
F. IMAGEABLE PATHS AND ENTRANCES

Some of the most distinctive and frequently viewed elements of the City are its roads and points of entry. (See Map CD-7.) These roadways and entrances should provide a clear sense of orientation and assist visitors and residents in negotiating the City as a whole. They should also convey a strong sense of arrival and be memorable.

Imageable Paths and Entrances are defined as heavily-traveled and/or scenic corridors transporting residents and visitors through the community. Some of these paths and entrances are along the City's major arterial streets, commercial corridors, and coastal access routes. Because they happen to be among the most widely traveled roads and areas seen in the City, it is important that they offer a pleasing visual experience and that their scenic qualities and aesthetic diversity be maintained and/or enhanced.

MAP CD-7: PROPOSED IMAGEABLE PATHS AND ENTRANCES

The City of Santa Cruz, California



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LEGEND

ENTRANCES

PATHS

CITY BOUNDARY

Source: City Planning Department, 1992

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Mission (Highway 1)/Water Street and **Soquel Avenue** serve as the City's primary east/west routes, and are among the most heavily traveled. **Bay, River/Front and Ocean Streets** are the primary north/south routes and are also heavily traveled, serving as a major path to the Beach/Boardwalk areas. Santa Cruz has approximately nine points of entry: on the west side at Highway 1, Empire Grade/High St., on the north side at Highway 1 at River St., Highway 9 at River Street, Highway 17 at Ocean St., on the east side at Highway 1 at Emeline, Highway 1 at Morrissey Blvd., Soquel Ave/Capitola Road and Murray-Eaton St. Inside the City limits, distinct areas such as the Downtown, Beach, Seabright, UCSC and residential neighborhood also have entrances that identify them. (See Table CD-8 for the City's Proposed Imageable Paths and Entrances.)

Table CD-8

Proposed Imageable Paths

- Bay Street ➡ West Cliff Drive ➡ Beach Street
- Beach Street
  Cathcart Street ➡ San Lorenzo River
  Center Street
  Coolidge Drive
- Downtown ➡ Beach Hill ➡ Beach (levee)
- East Cliff Drive ➡ Murray ➡ Eaton Street
  Mission Street ➡ Highway 1
- Ocean Street ➡ Barson ➡ Riverside Avenue ➡ Third Street
- Ocean Street ➡ Broadway ➡ Pacific ➡ Washington
  Ocean Street ➡ Soquel ➡ Front
  Pacific Avenue
- River Street ➡ Front Street ➡ Washington Avenue
  San Lorenzo River Levee
  Soquel Avenue
  Water Street
- West Cliff Drive ➡ Beach Street ➡ Third Street ➡ East Cliff Drive
  Western Drive

While some of the City's entrances and roadways are well-defined and aesthetically pleasing, many are not. In many cases, visual clutter, sparse landscaping and exposed parking areas detract from their visual appeal. Distinctive landscape treatments, screened parking, coordinated signs and entry markers, in conjunction with improved building and landscape design could substantially improve the clarity and appeal of streetscapes.

IMAGEABLE PATHS AND ENTRANCES GOALS, POLICIES AND PROGRAMS

GOAL CD 5: **Improve the visual quality of the City's major roadways and entrances to enhance an area's sense of place and provide imageable paths and entrances throughout the City.**

Policies and Programs:

5.1 New development and right-of-way improvements, along designated imageable paths and entrances, should enhance the visual quality of the streetscape and entrances. (See Map CD-7)

5.1.1 If possible, site parking areas away from street corners and to the rear of properties with buildings at the street frontage.

5.1.2 Increase landscaping requirements for large parking lots. (See policy C 1.7.4)

5.1.3 Underground utilities when major road improvement or reconstruction is proposed, if possible.

5.2 Prepare and implement corridor plans for imageable paths addressing visitor-serving uses, high traffic volumes, pedestrian and bicycle access, building and parking siting and design, landscaping theme, undergrounding of utilities, commercial/residential transition, comprehensive signs and other amenities. (See Policy CD 6.2.1 and C 5.9.7)

5.2.1 Prepare a corridor design plan for Mission/Water Street. (See policy L 2.2.9)

5.2.2 Define the desired character of Soquel Avenue and Water Street and prepare a corridor plan in conjunction with the Eastside Business Redevelopment Project Plan. (See policy L 2.2.9)

5.2.3 Develop a gateway and design concept for the Riverside Avenue corridor.

5.2.4 Prepare a corridor plan for Ocean Street that provides for understandable visitor access to the Beach. (See policy L 2.2.9)

5.3 Develop a comprehensive, City-wide directional sign program to provide a clear and continuous sign system providing accurate directions and easier access to destination points.

- Ensure that signs are not excessive in number (by reducing and/or consolidating signs to present a more coherent message), are conspicuously posted, compatible with their surroundings, don't block views, are continuous from beginning points to destinations, and convey community character to residents and visitors.

- Distinguish and provide separate information for motor vehicle, pedestrian and bicyclist signs.

5.4 Inventory each of the City's entrances and develop building design, landscape, lighting and sign criteria to define and enhance their characteristics.

5.4.1 Development near the Western entrances of the City should take into account the rural/urban transition and protect natural views.

5.5 Identify visitor-serving corridors and establish design concepts that make them attractive and interesting through landscaping, banners, flags, art, and displays, etc. (Integrate with Corridor Plans under CD 5.2, C 1.3.4 and ED 5.6.4)

G. LANDSCAPING

Santa Cruz has a Mediterranean climate prone to periods of drought; however, there are many micro-climates and soil types allowing a wide variety of plants to adapt to the area. Landscaping in Santa Cruz is similar to many California communities, where the year-round mild climate and availability of irrigation water has influenced the design and planting of landscapes mimicking water-rich climates. Given the climate characteristics of the City and awareness that irrigation water is not in unlimited supply, City landscape guidelines now emphasize the planting of native and drought-resistant plants.

There is no Landscape Design Plan for the entire City. While some of the City's streets have plantings providing a unified scale and character, most have only intermittent plantings, frequently of varied species and age. To enhance the City's landscaped character, the Pacific Avenue Streetscape Plan, Beach Street Promenade Design Plan, San Lorenzo River Enhancement Plan and various Area and Specific Plans specify detailed landscaping for various streets and natural corridors in the City. In addition to these plans, the City's Street Tree Program plants trees chosen from a master Street Tree List in various residential right-of-ways. The City has also made a commitment to preserve significant vegetation through its Heritage Tree Ordinance.

LANDSCAPING
GOALS, POLICIES AND PROGRAMS

GOAL CD 6: Enhance the landscaped quality of the City and ensure an emphasis on landscape practices, management and plant species that are climate-appropriate to Santa Cruz.

Policies and Programs:

6.1 Protect existing significant vegetation and landscaping that provides scenic as well as wildlife habitat and forage value. (See policies under Goal EQ 4.)

6.1.1 Protect Heritage Trees and Shrubs by reviewing all construction plans to determine their impacts on Heritage Trees or Shrubs and providing technical information to assist owners in maintaining Heritage Trees and Shrubs on private property.

6.1.2 Require a two-for-one or more replacement planting and maintenance program when tree removal is necessary for new development.

6.1.3 Retain the corridor of Eucalyptus trees adjacent to Highway One as a design feature separating land uses in the North River Street area from traffic on Highway One.

6.1.4 Minimize tree cutting between the nearest through public road and the coast.

6.2 Develop landscape design plans to create a more coherent visual environment, showcase the City's commitment to conservation and aesthetics, and encourage pedestrian activity.

6.2.1 Develop a Street Tree Master Plan and landscaping theme for the City's imageable paths and entrances and designated residential areas. (Tie into Corridor Plan concept under CD 5.2 and Map CD-7)

6.2.2 Maintain high quality landscaping on City-owned lands, parking lots, schools, and parks.

6.2.3 Expand the Street Tree Program and require new development to contribute.

6.2.4 Develop and adopt a landscape ordinance for new and rehabilitated landscaping with specific irrigation designs, planting and maintenance plans emphasizing unity, aesthetics, water efficiency and stressing the planting of a diversity of native, drought-resistant species. (See policies CF 6.1.6 and PR 1.9.3)

- Compose a list of recommended landscaping species that are native, drought tolerant and have forage value for wildlife.
- Compose a list of noxious and invasive species and educate the public about their disadvantages.
- Make drought resistant trees and native species a part of the Master Street Tree List.

6.2.5 Implement streetscape and other landscaping plans in the City's area and specific plans. (See policies under CD 3.2, PR 1.4 and Area Plan/Specific Plan Chapter.)

6.2.6 Encourage the planting of food bearing vegetation in all landscaped areas including commercial and residential areas.

LAND USE ELEMENT
(Pages 98-138)

A. INTRODUCTION

Santa Cruz is a compact city with an urban central core, circumscribed by open space land uses and blessed with a diverse natural and built environment. To maintain and build upon the City's sense of place, the General Plan stipulates that growth will be accommodated by development and intensification of residential, commercial and industrial lands within the City's existing boundaries. The Pacific Ocean, agricultural/grazing lands, publicly-owned open space, and natural areas will also be preserved to define and contain urban development.

While it is safe to guess at the type of residential, commercial and industrial development that will occur, it is difficult to predict specifically when, where and how it will occur. Since the City is mostly developed, a large percentage of future growth will occur on already-developed, underutilized land. The Land Use Element and accompanying Land Use Diagram set the policy basis for change and growth within the City and identify the general location, density and extent of land available for housing, business, industry, natural resource protection, recreation, and other uses. Together with the Community Design and Circulation elements, the Land Use Element shapes the major features and patterns of the community. The element is divided into six sections: **Balanced Community, Residential, Commercial and Industrial Lands, Open Space Lands, Concurrency, Land Use and Circulation, and Land Use Diagram and Designations.** The following goals outline the direction of the element:

Land Use Goals

GOAL L 1:	**Develop a sustainable community in terms of environmental protection, land-use distribution and densities, housing types and styles, economic development and job opportunities, and opportunities for social and cultural expression and recreation.**
GOAL L 2:	**Provide for a variety and balance of residential, commercial, and industrial land uses while protecting environmental resources and responding to changing community needs, interests and development constraints.**
GOAL L 3:	**Protect the quality of, and prevent significant new incursion of urban development into, areas designated as open space or agricultural lands and provide, when possible, permanent protection of these lands, recognizing their value in inhibiting urban sprawl and maintaining City identity, as a natural resource with significant biotic resources and/or their potential for providing scenic, recreational and educational enjoyment.**
GOAL L 4:	**Plan community facilities and services to serve the projected population, allowing development only when adequate facilities and services are provided and are available to serve it.**
GOAL L 5:	**Develop compatible relationships between land-use and circulation patterns and encourage land use patterns that encourage an efficient transportation system and discourage urban sprawl and excessive dependence on the automobile.**

B. BALANCED COMMUNITY

1. Sustainable Development

Environment and development are not separate challenges; they are inexorably linked. Development cannot subsist upon a deteriorating environmental resource base; the environment cannot be protected when growth leaves out of account the costs of environmental degradation.

Sustainable development is at the heart of the City's General Plan. It refers to development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It also requires that society meets human needs by increasing productive potential, ensuring equitable opportunities for all, and pursuing development in a manner that is in harmony with the changing productive potential of the ecosystem. Meeting essential needs depends in part on achieving full growth potential, and sustainable development clearly requires economic growth in places where needs are not being met, provided the content of growth reflects the broad principles of sustainability and non-exploitation of others and the environment.

In its broadest sense, sustainable development aims to promote harmony among human beings and between humanity and nature. The pursuit of sustainable development requires:

- A political system that secures effective citizen participation in decision-making;
- An economic system that provides equitable distribution of resources and emphasizes satisfaction of basic needs before production and consumption of superfluous commodities;
- A social system that emphasizes cooperation;
- A production system that respects the obligation to preserve the ecological base for development;
- A technological system that can search continuously for new solutions; and
- An administrative system that is flexible and has the capacity for self-correction.

These requirements are more in the nature of goals that should underlie the City's action in pursuing sustainable development. What matters is the sincerity with which these goals are pursued and the effectiveness with which departures from them are corrected.

2. Jobs and Housing Balance

Santa Cruz residents have become increasingly concerned with worsening traffic congestion and deterioration of air quality related to reliance upon the automobile. Reliance on the automobile has created patterns of development and employment that are often inefficient. Some residents now routinely commute 30 miles or more from their homes to their places of employment in Santa Clara County. Jobs are dispersed throughout the region, making the use of public transit problematic and inefficient. Additionally, car trips between home

and the grocery store, bank, dentist, restaurant, etc. are necessary because in many places, residential and commercial areas are not convenient to each other.

Jobs/housing balance is based on the premise that commuting, the overall number of vehicle trips, and the resultant vehicle miles traveled can be reduced when sufficient jobs are available locally to balance the employment demands of the community and when commercial services are convenient to residential areas. However, a jobs/housing balance occurs when people live in housing that is affordable for the wages they earn and travel reasonable distances to their jobs and the services they use. Jobs/housing balance is essential in preventing spiraling housing demand and costs and, due to the fact that greater economic incentive often exists for commercial and industrial rather than residential development, the city must actively assure a balance of land uses.

The relationship between jobs and housing is complex. Workers choose jobs and places to live for a variety of personal, financial, and other reasons, not simply on the basis of commute time and distance. Therefore, a certain percentage of workers will choose to live and work within the same community, a certain percentage within the same commute area, and a certain percentage a great distance away from their place of employment.

Table L-1

Jobs/Resident Worker Ratios

	1980[1]	1990	2005
Jobs			
City-wide	24,500	28,300[2]	39,200[2]
County-wide3	64,400	93,700	130,700[3]
Resident Workers			
City-wide	19,000	26,500[4]	30,500[5]
County-wide		119,600	176,600[3]
Jobs/Workers Ratio			
City-wide	1.29	1.06	1.28
County-wide		.78	.74

[1] Actual figures 1980 Census
[2] Assumes that 30% of the 1990 AMBAG-estimated County jobs will be located in the City of Santa Cruz. This number is consistent with actual 1980 figures.
[3] AMBAG job projections not adjusted for 1992 AMBAG population revisions and development of Fort Ord.
[4] Actual figure 1990 census.
[5] Assumes jobs per household factor of 1.4, 19,301 City households and 1/3 of 7,472 residents housed at UCSC.

Source: City of Santa Cruz Planning Department, 1992

In 1990, there were 49,711 residents, 26,500 resident workers, and 28,300 jobs in the City, including UCSC. This calculates out to 1.06 jobs/resident worker. Because more than one member of a household is likely to work, the jobs/resident worker ratio (1.06) is a more revealing indicator of the balance between jobs and housing than a jobs/dwelling unit ratio. A 1.06 ratio indicates, strictly on the basis of numbers, that the City had slightly more jobs than resident workers and that there was an in-commute of workers into Santa Cruz.

Projections for 2005 indicate 59,670 residents, 30,500 resident workers, and 39,200 jobs in the City, including UCSC. This yields a ratio of 1.28 jobs/resident workers, reflecting an increase in the number of jobs over resident workers. Between 1990 and 2005, resident workers are expected to increase by 14.6%, whereas job opportunities are projected to increase by 38.5%[15] (see Table L-1). Downtown redevelopment, the visitor industry, UCSC growth, and the normal increases in industrial, retail and service sectors combine to produce

[15]Jobs projections have not been adjusted for AMBAG's 1992 population reductions and the effects of development at Fort Ord.

a robust employment picture. This is not surprising, as Santa Cruz has traditionally been the central city of the County, making it more of a job center. However, these numbers do not take into account the fact that not all resident workers work within the City.

On a county-wide level, the jobs and housing relationship changes. The entire County (including its four cities) was estimated to have had about 119,600 resident workers, and 93,700 jobs in 1990, resulting in a jobs/resident worker ratio of .78. This reveals the County's function as a bedroom community for the Santa Clara Valley. For 2005, the balance between jobs and housing for the entire County is projected to remain relatively unchanged. Approximately 176,600 resident workers and 130,700 jobs are projected, resulting in a jobs/resident worker ratio of .74 (as against 1.28 for the City). Achieving region-wide jobs/housing balance and providing affordable housing in addition to jobs relating to the skills of residents will be a challenge in the coming years. The proper distribution of jobs and housing will need to be determined by more than just political boundaries and must relate to regional transportationsheds. The City will be working with the County towards this end.

BALANCED COMMUNITY GOALS, POLICIES AND PROGRAMS

GOAL L 1: Develop a sustainable community in terms of environmental protection, land-use distribution and densities, housing types and styles, economic development and job opportunities, and opportunities for social and cultural expression and recreation.

Policies and Programs:

1.1 Foster development patterns and develop land use policies that strive to achieve a balance between economic development and housing while protecting the quality of the environment. (See policy L 2.1 and L 4.3)

1.1.1 Work with the County and other agencies to foster a region-wide jobs/housing/transportation balance. (See policy L 2.6.7, ED 1.5 and ED 3.2.1)

1.1.2 Encourage development of a social, economic and housing mix in neighborhoods. (See policies under goal CD 4)

1.1.3 Encourage businesses and industries to provide job opportunities for all members of the community's work force. (See policies under goal ED 1.)

1.1.4 Develop a variety of housing types, styles and affordability throughout the community and integrate them with the transportation system. (See policies under L 2.6, goal L 5, and the Housing element.)

1.2 Work cooperatively with contiguous and regional communities to coordinate land-use and transportation planning. (See policies under C 1.8 and under goal CF 1.)

1.3 Develop and promote a model community vision for Santa Cruz aimed at fostering the City's sustainable development and promoting the well-being of the community and all life on the planet.

1.4 Utilize the environmental review process and maintain Zoning Ordinance Conservation Regulations to ensure protection of natural resources, significant vegetation communities, wildlife habitats, archaeologically sensitive areas, scenic views and also mitigate and protect development from environmental hazards such as earthquakes, floods and fires in the process of land development. (See Policy CR 1.2.2, L 3.2, and policies under Goals EQ 4, CD 6, S 2, S 3, S 4).

1.5 Retain the character of unique and historic areas within the City.(See policies under goal CD 3 and CR 2.)

1.6 Minimize, when practical, obstruction of important views and viewsheds by new development. (See policies under CD 2.2.)

1.7 Ensure that future growth and development of Santa Cruz occurs consistent with the City's carrying capacity and that such growth and development does not lead to the overdraft of any water source, the creation of unacceptable levels of air pollution, or the loss of prime agricultural land.

1.7.1 Work with public, private and education organizations to develop a human carrying capacity study for the Santa Cruz region, focusing on the long range impacts of human population, consumption and pollution, biotic stability, characteristic diversity and environmental quality.

1.7.2 Encourage and support educational programs focusing on the negative effects of high human birth and consumption rates on local, regional and global environmental quality.

1.8 Establish and promote education and outreach programs informing citizens of Santa Cruz City about the principles stated within the General Plan and elicit their involvement in achieving the identified goals. (See policies under EQ 1.4, EQ 5.2, C 1.8.6, ED 1.6, CF 1.1, CF 1.2, CF 6.1.1, CF 8.2.3, S 6.5.3)

1.9 Encourage shared amenities and resources, such as childcare, laundry and vehicles among neighborhoods and within new developments to reduce the demand on individuals, the environment, City government and private sectors. (See policies CD 4.9 and H 5.3)

C. RESIDENTIAL, COMMERCIAL AND INDUSTRIAL LANDS

1. Residential Development

Projected population growth suggests a need for approximately 1,230 new dwelling units through the year 2005. State fair-share housing requirements stipulate that the City provide adequate land to accommodate 2,230 units by July 1996. (See Map L-2)

The developed nature of the City and desire not to expand City limits results in a limited amount of undeveloped residentially-zoned lands. Opportunities to create new housing are therefore limited and a premium is placed on the use of existing lands. As such, these lands must be used at the highest densities consistent with their location and constraints, and developed with an emphasis on moderately-priced and smaller units. The City's Central Core area is expected to generate a significant percentage (up to 937 units) of the City's new housing units.

The holding capacity of vacant residentially-zoned land within the City is estimated to be approximately 2,030 units. However, it is likely that some of this land will remain undeveloped or else be developed at a lower density due to environmental and other constraints. (See Appendix One of the Housing Element and Table CP-36) A significant percentage of the City's future residential development will likely come from sources other than vacant residential land. The holding capacity for underutilized residentially-zoned land is estimated at 460 units. In addition, residential and mixed-use developments are encouraged in most non-residential land use districts. It is important to note that while some underutilized development sites in residential and commercial areas can be identified, it is not possible to designate where the residential development will occur precisely.

Additional residential intensification is also expected from residentially-developed parcels that may be intensified through accessory dwelling units, additions, redevelopment or resubdivision to accommodate more units. The actual development potential of these areas depends on a variety of factors, such as lot sizes, condition and siting of existing improvements. About 25 units a year are projected to be developed in this fashion.

2. Commercial/Office Development

Santa Cruz has little vacant commercial and office land and, as such, commercial and office development will mostly result from private redevelopment and/or intensification of existing development. The lack of larger parcels is likely to constrain larger commercial developments such as supermarkets. (See Map L-3)

MAP L-2: HOUSING INFILL AND INTENSIFICATION AREAS

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Deparment, 1992

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Commercial and office areas are designed to respond to three levels of need. At the neighborhood level, areas are designed to reduce the need to travel distances for specific types of goods. Existing neighborhood commercial areas at Cardiff Place, Avalon and Emeline, Ocean and Barson, Seabright and Murray, Laurel and Washington, and the Circles area are good examples of how this land use relates to surrounding residential uses. To increase convenience and reduce the need for automobile travel, protection of existing neighborhood commercial areas and development of new neighborhood commercial areas where they can increase convenience and blend with an existing neighborhood is being pursued. UCSC may also construct a small amount of on-campus commercial space.

At the community level, commercial and office areas are designed to satisfy a broad range of general commercial goods, services and office needs. Existing community commercial areas are found along arterial streets such as Mission, Soquel, Water, and Ocean Street, and are more or less characterized as strip commercial areas. Professional office areas are also found along Mission Street and in other areas to provide a transition from commercial to residential land uses. While these areas are generally accessible and concentrate land uses along major travel corridors, they may create certain conflicts. Abutting residential areas may be impacted by noise and traffic. The lack of mixed uses and orientation towards automobile travel also create greater arterial street traffic. To improve these areas, the General Plan focuses upon the development of commercial nodes, mixed-use commercial centers, commercial corridor design plans, and the development of mixed-use and high-density housing projects along or within close proximity to these areas.

The third level of commercial/office uses is the regional/visitor type with major regional and visitor commercial areas including the Downtown, Beach and portions of South of Laurel. The General Plan emphasizes the need to improve the community's attraction to regional businesses, shoppers and tourists through improved Central Business District and regional shopping areas, accommodations, added visitor attractions, and also more effective parking, shuttle and pedestrian relationships. The Central Business District in the Downtown serves as both a neighborhood and general commercial center, specialty retail area, visitor destination, and office employment center while the Beach Area serves as a major visitor destination.

3. Industrial Development

Industrial development is concentrated in the Harvey West and Natural Bridges industrial parks and an area for coastal-dependent industries adjacent to the Long Marine Lab in the Westside Lands area. Unlike residential and commercial areas, these industrial areas contain sizeable undeveloped lands that should meet the needs of industrial development through 2005. (See Map L-4)

MAP L-3: COMMERCIAL INFILL AND INTENSIFICATION AREAS

The City of Santa Cruz, California



N

LEGEND

- COMMERCIAL INFILL AND INTENSIFICATION AREAS
- NEIGHBORHOOD COMMERCIAL
- RESIDENTAIL VISITOR COMMERCIAL
- PROFESSONAL OFFICE COMMERCIAL

Source: City of Santa Cruz Planning Department, 1992

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Maintaining adequate land to encourage the expansion, retention and diversification of the City's industrial base and ensuring that industrial lands are utilized as efficiently as possible will be important to providing jobs for City workers and contributing to the City's economic vitality. As such, the City aims at increasing average employment density of new workplace uses (both industrial and office) over time while also ensuring that adequate transit and other trip reduction measures are in place. Equally important, the City aims at encouraging new and existing businesses that are non-polluting and will also improve the City's long-term economic and environmental vitality, protecting and enhancing both the character and quality of life.

4. Mixed-Use Development

Future population and employment pressures coupled with limits of the circulation system and desires to reduce dependency upon the automobile, foster diversity and not to expand City size, provide a strong push towards developing mixed residential, commercial and industrial land uses within given development projects or areas such as the Downtown, South of Laurel and North River Street areas. Mixed-use developments have particular design requirements in order to be successful. Design considerations include buffering traffic and noise from residential areas, relating developments to existing residential neighborhoods, providing aesthetics and urban open space appropriate to residential uses, and reducing parking conflicts.

Fostering mixed-use development is particularly crucial since the City's goal is to accommodate a variety of urban activities and land-use types, including housing, office/commercial and visitor-serving developments. The North River Street, Downtown, South of Laurel, and the Beach Area have or will have area or specific plans to guide mixed-use development.

5. Redevelopment

Redevelopment will also become an increasing factor in promoting commercial, industrial and housing development throughout the City. Following the 1989 earthquake, the City expanded the redevelopment project area significantly (see Map L-5). Initial efforts have focused on the Downtown; however, the Beach Area, South of Laurel area, Eastside Project along Soquel Avenue, and other areas will see subsequent attention. The Beach Area holds particular importance as it represents a central focus for visitor commercial activity, and includes the Beach Flats, a neighborhood in need of housing improvements.

MAP L-4: INDUSTRIAL INFILL AND INTENSIFICATION AREAS

The City of Santa Cruz, California



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LEGEND

INDUSTRIAL INFILL AND INTENSIFICATION AREAS

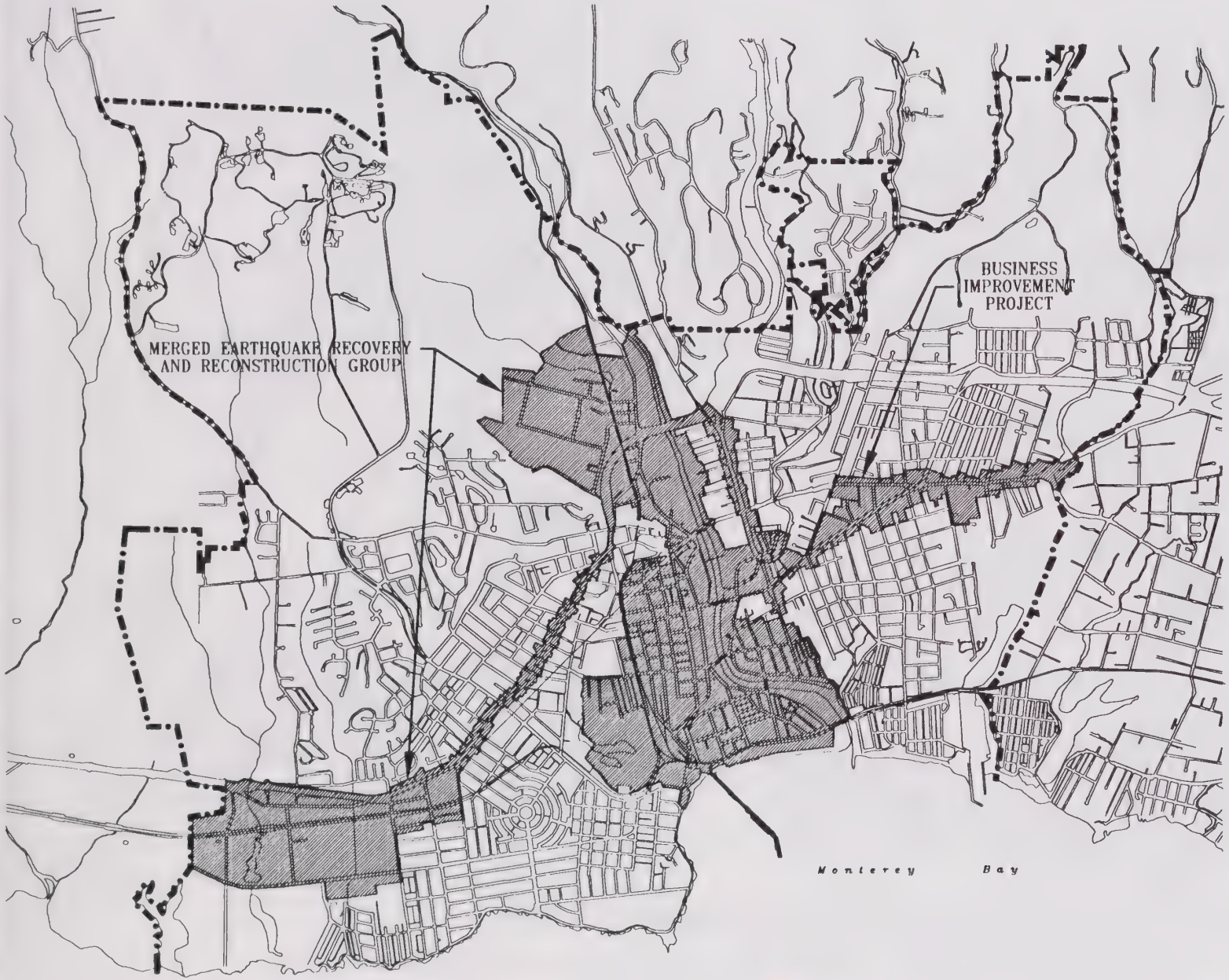
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MAP L-5: REDEVELOPMENT AREAS

The City of Santa Cruz, California



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LEGEND

REDEVELOPMENT AREAS

Source: City of Santa Cruz
Planning Department
Department of Public Works

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GOAL L 2: Provide for a variety and balance of residential, commercial, and industrial land uses while protecting environmental resources and responding to changing community needs, interests and development constraints.

Policies and Programs:

2.1 Relate residential, commercial and industrial land use intensities to the capability and location of the land while ensuring optimum utilization of vacant infill parcels. (See policy CD 1.1, L 2.6.5, L 3.2)

2.1.1 Assign lesser densities to lands that carry significant development constraints.

2.1.2 Maximize land intensity or densities in areas unconstrained by resources or hazards and having adequate service capabilities. (See policy L 2.6.5)

2.2 Develop and implement updated area or specific plans to resolve complex land-use, location and design issues for residential, commercial and industrial areas of community-wide importance. (See Policy CD 3.2 and the Area and Specific Plan Summaries.)

2.2.1 Update land use and design guidelines for the Beach and Wharf area addressing the area's importance as both a center of tourism and residential area. (See policies under C 4.4, C 6.4.2, H 1.3.1.2, ED 2.4.3, ED 2.4.5, PR 1.2.13, PR 1.4.2, PR 1.7.12, PR 3.7.1)

2.2.2 Prepare an area plan for the South of Laurel area providing for a mix of multi-family and commercial uses. The plan should be guided by the objective of creating an in-City, people-friendly, medium to high-density neighborhood with neighborhood commercial areas that coexists with visitor-serving commercial development linking the beach area to downtown.

- The area shall accommodate a minimum of 300 additional dwellings and the area plan should evaluate the possibility of increasing this number by combining residential development with commercial development in the regional/visitor commercial areas.

- The historic and architectural character of the residential neighborhood in the vicinity of Spruce, Sycamore, Center and Washington must be preserved, while integrating the neighborhood into the

larger area through design considerations, landscaping, building orientation, and the street system.

- The area offers important opportunities for visitor, community and neighborhood commercial development. The area's proximity to the beach offers an opportunity for visitor serving uses connecting to other visitor destinations. The desire to connect the beach to the downtown through this area, and the expectation for a significant permanent resident population also suggest community and neighborhood commercial uses or nodes.

- The expectation that the area will see significant housing together with commercial development requires that development occur in mixed use projects. Mixed use development should be clustered along the major corridors of Pacific Avenue, Front Street, and the rail right of way, but may also be appropriate elsewhere.

- The transportation system must serve a number of purposes. Streets are important linkages to the beach, downtown and residential neighborhoods. The street system should endeavor to separate tourist from local traffic. Tourist traffic needs to be directed to and through collection and distribution points in order to move large volumes of visitors. Local streets should be designed to discourage tourist traffic. Additionally, landscaping and other design techniques should develop streetscapes that link the Beach to Downtown along Pacific Avenue and other major travel corridors, the Downtown neighborhood, and the San Lorenzo River.

- As an in-town high density residential area, pedestrian, bike and transit systems are important. If feasible the Plan should provide for exclusive right of way for transit. Trip reduction measures may reduce the overall impact of traffic.

- The existing rail line holds promise for a future passenger rail system. One or more transit stops should be planned for in this area. Areas within walking distance of a potential station should be developed at higher densities or intensities.

- The permanent residential as well as the visitor population, will require amenities, in particular parks and recreation facilities. Recognizing the intensive nature of expected development, open space should include promenades, plazas, pocket parks, and paseos. The resident population has additional needs that could be satisfied by an open space around which residential development is focused. (See Policy PR 1.2.11)

- The Plan needs to take into account existing plans for surrounding areas, including Downtown Recovery Plan, San Lorenzo River

Design and Enhancement plans, Neary Lagoon Management Plan, Factory Outlet Master Plan, and the Beach Area Plan.

- Any major public use building or facility shall take into account the area's location in a flood and liquefaction hazard area.

2.2.3 Prepare an area plan for the North River Street area which provides for a mix of land uses, and which takes into account the area's proximity to Downtown, Mission Hill, and the San Lorenzo River, and acknowledges the area's role as an access corridor to Downtown. (See policy C 6.5.1)

- At a minimum, 200 additional dwelling units should be planned for. Ideally the residential development should be located adjacent to the river.

- Most of the area between Josephine Street and Highway 1 is only marginally developed and represents a unique opportunity — a potentially large development near the freeway. The City will therefore entertain proposals for other than residential uses if such proposals demonstrate a clear public benefit. To this end, the land use map shows both a residential and a community commercial designation.

- Development between River Street and San Lorenzo River should be designed to allow access from River Street to the river levee, be oriented towards the river, and arranged to avoid walls and view blockage along the river. The Plan must be consistent with the San Lorenzo River Design Plan.

- Incorporate any new River Street plan line, and develop guidelines for compatible developments along the street. Curb cuts should be minimized through combined access points or relocating circulation routes through parking lots or driveways at the rear of properties and buildings.

- The option of a major park and ride lot in this area should be explored. The railroad right-of-way offers the possibility of a future rail station.



2.2.4 Require a specific plan for the 60-acre Terrace Point property before development occurs. The following gives directions to the specific plan:

- Reserve approximately 25 acres for coastal-dependent uses and coastal-related uses, use intensities should not exceed 20 employees/acre for development related to unique opportunities related to the Monterey Bay Marine Sanctuary.

- Reserve 6.5 acres along the coast for coastal recreation uses.

- The specific plan shall include at least 15 acres for housing and housing-supporting uses. Housing shall be predominately of the multiple resident type, clustered for efficient use of the land, and 35% should be affordable to very-low and low-income households. The specific plan shall address housing of greatest need in the community: affordable units, rental units, small units. The concept is a neighborhood which, while not self-contained, includes services, facilities and connections to nearby employment centers, in order to create a more pedestrian-oriented community.

- Provide parks and open space for the resident and employee population according to the standards of the Parks and Recreation Element. The planning process shall take into account potential unmet parks and open space needs of the City, especially for community park facilities, playing fields and agricultural uses.

- The specific plan shall take into account policies of the General Plan. The circulation system shall be developed in light of the overall City objective of limiting automobile trips. Environmental resources such as Antonelli Pond, Younger Lagoon, Natural Bridges Park, Moore Creek, the ocean, and agricultural land shall be buffered and/or protected. Community design objectives shall be addressed by taking into account the various viewsheds including from Highway 1, views to and along the ocean, views internal to the project; by relating development in appropriate ways to De Anza Mobile Home Park and Long Marine Lab. Urban limit policies shall be addressed by sizing utilities to serve the specific plan area and Long Marine Lab and not include additional capacity of future development of agricultural lands beyond the city limits. Concurrency policies shall be addressed by providing facilities and services for which a demand is created by the development of the parcel. Mitigation measures shall be developed to diminish the impact on public facilities and services. Phasing of development may be considered as one way to mitigate the impact of development.



2.2.5 Require a specific plan for the 11-acre Swenson parcel (designated in low density residential) adjoining Antonelli Pond in the Westside Lands area.

- Housing shall be clustered within six total acres, five acres shall be in open space uses such as organic agriculture or community garden, play areas (possibly playing fields), and development setbacks and open space buffers along Antonelli pond.

- The upper limit for the number of units is 80; the number of units may be increased if the affordable percentage is increased accordingly.

- Adequate setbacks from Antonelli Pond, a drainage plan, landscaping plan including native drought-resistent vegetation, and appropriate restrictions on domestic pet ownership shall be required.

- Public access to Antonelli Pond shall be preserved.

- Development must be consistent with the Moore Creek Access and Management Plan.

- Planning for residential units shall be guided by the integrated concepts of cohousing and/or clustered housing. Neighborhood services may include day care, community gardens, convenience goods and services.

- The circulation system should include transit, bike and pedestrian ways. Development of the residential component shall be contingent on the enforceable reduced use of private automobiles and/or establishment of rail transit and/or housing formally tied to employment within close proximity to the site.

- Acquire right-of-way over the rail tracks at Shaffer Road and require that primary egress be directed to Mission Street rather than Delaware.

- The project should strive to achieve the highest percentage of affordable housing to low- and very-low-income households.

2.2.6 Require a specific plan for the Golf Club Drive area before any development occurs, and preservation of approximately seven acres of open space, possibly including a combination of agricultural land and community gardens, including riparian protection and integration with the Pogonip Master Plan.

- Residential development, of up to 100 units, should be clustered and aim to minimize land coverage. Residential density may include all areas not in 30% slopes and dedicated streets, and may be transferred between parcels in the specific plan area. An increased number of units will be considered if the affordable percentage is increased correspondingly, allowing for an increase in both.

- A future rail transit stop shall be evaluated in the area.

- Pedestrian and bicycle access to Pogonip and nearby employment areas shall be incorporated into the Plan.

2.2.7 Require a specific plan for the Arana Gulch site prior to any development which preserves the area's open-space character, protects sensitive biotic habitats and relates proposed development to its surroundings and develop a management plan for the property addressing environmental and safety concerns related to development.

- Protect the floodplain by maintaining it in a natural state and rehabilitating damage from erosion. Minimize and mitigate impacts from adjacent lands, such as runoff and erosion.

- Protect the Tar Plant habitat through an on-site management program established by a professional biological study.

- Protect animal habitats through preservation and buffering, minimize the impacts of development upon tree communities, and provide for wetland and riparian restoration of Arana Gulch.

- Prohibit exceptions to the setback and buffer requirements of the Zoning Ordinance conservation regulations.

- Cluster development in the area designated (on the land use diagram) as very low-density residential on the northern portion of the site to reduce visual and site altering impacts, taking into account building height, impacts on environmental resources, environmental hazards, the relative impacts of different housing types and maintenance of public view corridors allowing the Environmental Review Process to address issues of access, topography and habitat values.

- Provide for a variety of housing including 35% affordable or equivalent.

- Provide for pedestrian and bicycling linkages to other segments of the Arana Gulch corridor via the Harbor and other public access points.

- Provide for public viewing points of the floodplain and riparian corridor.

- Provide for a possible community facility including a school and neighborhood park of at least 10 developable acres. School yards and playgrounds should be jointly planned by the School District and the City to provide for neighborhood park as well as school needs. The school should be sited and developed in a way that maximizes convenience and safety for children, consistent with environmental protection. A pedestrian and bicycle connection from Broadway should be provided.

- Require Soquel Avenue and Soquel Avenue/South Park Way intersection improvements before occupancy of any residential or school development.

2.2.8 Combine the Western Drive Master Plan and the Moore Creek Access and Management Plan and other General Plan policies regarding land-use and environmental protection for the area. (See policies CD 1.3.1.2 and 1.3.2)

2.2.9 Develop and implement plans for the Eastside Business Redevelopment Project Area, Mission Street and Ocean Street Corridors to improve their economic competitiveness and develop aesthetically pleasing places to drive, bike, walk and shop. (See policy CD 5.2 and policies under ED 2.3)

2.2.9.1 Encourage nodes of commercial development, limited in size with adequate transit, pedestrian and bicycle access, to encourage one stop shopping and serving a cluster of neighborhoods. (See policies under L 2.7 and ED 2.3.2)

2.3 Allow for community needs such as daycare centers in various locations irrespective of zoning districts. (See policies under CF 3.5)

2.4 Develop regulations and guidelines to address potential development conflicts raised by substandard lots, sloping terrain, transitions between different land uses, relationships between one and two story development, non-conforming uses and others. (See policy L 2.6.6 and L 2.9.1)

2.4.1 Evaluate and update development guidelines for the Circles area and other neighborhoods or areas characterized by substandard lots. (See policy CD 3.2.1.)

2.4.2 Evaluate provisions dealing with "nonconforming" regulations to achieve the flexibility necessary to deal with future uses of existing buildings and evaluate the feasibility of providing incentives to encourage the desired type of development.

2.4.3 Review Zoning Ordinance provisions and establish guidelines for buffers between commercial and adjacent residential uses and where separation of traffic and parking from residential uses is not feasible provide guidelines for cooperation between uses.

2.4.4 Establish guidelines for transition of development at the City's edge. (See policies under CD 1.3 and CD 1.4)

2.4.5 Develop design guidelines for heavy industrial uses abutting residential, commercial and office areas to ensure that appropriate buffers are provided to avoid undesirable noise, smell, traffic and other impacts.

2.5 Emphasize the use of planned development regulations to allow for innovative and creative site planning.

2.6 Protect and improve existing residential areas and provide a sufficient amount and variety of residentially zoned land to meet the City's affordable housing needs and expected population growth. (See policies L 1.1.4, L 2.1 and the Housing Element.)

2.6.1 By January 1994, develop a population or bedroom density standard and/or FAR approach to multiple residential development, to implement policies for more affordable and a greater variety of housing.

2.6.2 Establish and implement a Housing monitoring program to annually review housing production, assess remaining housing potential and evaluate housing needs. Information gained should be used as a basis for amending the General Plan. (See policy H 1.4)

- Identify factors that hinder the achievement of housing goals and amend the Zoning Ordinance or establish incentives to overcome obstacles identified.

- Establish goals for the production of accessory units and monitor accessory unit production of a yearly basis. (See policies under H 3.5)

- Ensure that a balance between affordable and market rate housing exists in the City by establishing goals for housing types assessing replacement and inclusionary requirements and evaluating incentives to encourage affordable and market rate rental housing. (See policies H 1.4 and H 1.7)



2.6.3 Prioritize development of high-density mixed residential and commercial development in the City's Downtown Central Business District, North River Street, and South of Laurel areas over undeveloped lands at the periphery of the City. (See policies under CD 1.1, H 1.3.1.1, and H 1.3.1.3)



2.6.3.1 Use the high-density residential (overlay) district in areas of the North River Street, South of Laurel, Downtown and Beach having sufficient services.

2.6.3.2 Foster cooperative efforts with landowners, lending institutions, area residents and business toward mixed-use developments.

2.6.4 Maximize housing potential on remaining and unconstrained residential and nonresidentially zoned lands. (See policies under L 2.1)

2.6.4.1 Favor and encourage projects at the higher end of the allowable density range with higher quality design and amenities while retaining affordability.

2.6.4.2 Favor and encourage projects with a large percentage of smaller, more affordable units (studios and one bedroom units).

2.6.4.3 Allow and encourage residential development in non-residential districts and develop appropriate design guidelines and incentives for this type of development. (See policies under L 2.9)

2.6.5 Protect neighborhood quality through improvement of blighted areas, traffic management, design guidelines, adequate buffers and other development techniques. (See L 2.4.3 and policies under goal CD 4.)

2.6.6 Evaluate incentives and/or requirements to promote residential development in connection with employment generating development.

2.6.7 Consider raising the allowable density in the RT zoning district to 55 units/acre with the special density allowance.

2.7 Provide for a range of commercial and office land use types in a variety of locations throughout the City to respond to differing demands of the community and concentrate and intensify office development in the Central Business District. (See policy L 2.1, L 2.2.9.1, and policies under goal ED 2 and ED 4.3.)

2.7.1 Emphasize variety in commercial, office, cultural and residential uses in development of the Downtown Central Business District. (See policies under goal ED 4)

2.7.2 Improve the character and quality of visitor-serving commercial areas to encourage more off-season and overnight visits. (See policies under goal ED 5)

2.7.3 Designate, develop and maintain neighborhood commercial districts to provide limited services to nearby residential areas. (See policy CD 4.5)

2.7.3.1 Encourage the location of shopping and services near UCSC to service local needs.

2.7.3.2 Develop an incentive program to encourage the conversion of uses in neighborhood commercial designations to neighborhood serving.

2.7.3.3 Within the Seabright/Murray Street neighborhood commercial designations, give priority to commercial uses that also serve visitors to Seabright Beach such as food markets, eating establishments, and marine-related hardware stores.

2.7.4 Discourage strip commercial development in favor of clustered commercial and mixed use developments in locations appropriate to the circulation system and residential developments. (See Policies under L 2.2.9.1, L 2.9, and ED 2.3.)

2.8 Maintain industrial lands in their industrial designations to provide a location for development of uses benefiting from industrial park setting. (See policy L 2.1, L 2.4.5, and policies under goal ED 3.)

2.8.1 Where appropriate, increase the employment density of new industrial development ensuring that adequate trip reduction measures are in place. (See policies under goal C 6.)

2.8.1.1 Establish employment density criteria standards for industrial development and create incentives to attract industrial developments that meet the employment density criteria.

2.8.1.2 Review the design of industrial developments to assure that increases in employment density can take place over time.

2.8.2 Pursue economic expansion with an emphasis on labor-intensive employment activities.

2.9 Expand the Zoning Ordinance provisions for mixed residential, commercial and office development and develop incentives encouraging mixed-use development, acknowledging its trip-reduction potential and other benefits. (See L 2.6.3.2, L 2.6.5.3, H 1.7.3, ED 2.4.6)

2.9.1 Identify areas where mixed-use development opportunities exist and develop appropriate guidelines and incentives to encourage that type of development.

D. OPEN SPACE LANDS

Open space lands are defined as any parcel or area essentially unimproved for the purpose of (1) preservation of natural resources; (2) public health and safety, (3) managed production of resources; and (4) recreational and aesthetic purposes. Open Space land uses within the City include agriculture/grazing lands, natural areas, coastal recreation areas and park lands.

The desire to maintain open space lands surrounding as well as within the City is an enduring concept. These lands help to define and protect the City's sense of place and environmental quality, and provide public safety, wild life habitat and recreational opportunities. (See Map L-6 and Table L-7.) The Monterey Bay National Marine Sanctuary endows the City with vast open spaces to the south and give the City its climate and sense of coastal town. DeLaveaga Park, Henry Cowell State Park, Pogonip, UCSC, and sparsely populated hilly terrain provide an open space buffer to the North. Although not so expansive, the Yacht Harbor, Arana Gulch wetland, and various topographic changes create a perceptible break in the urban fabric along the eastern edge of the City. On the west side of town, Moore Creek Corridor and Younger Lagoon mark a transition to lands in agricultural and grazing use. This combination of agriculture and grazing lands, parks and natural areas form a perimeter of open space around the City serving to inhibit sprawl and concentrate urban development within existing City limits.

MAP L-6: LANDS DESIGNATED AS OPEN SPACE

The City of Santa Cruz, California



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Table L-7

Open Space Land Uses

Natural Areas		Coastal Recreation		Agriculture/Grazing		Parks	
Open Space Land Uses in the City:							
Arana Gulch Wetland*	25	Natural Bridges	65	Far West Side (Bombay)*	250	DeLaveaga	35
Arroyo Seco*	1	Cowell/Main Beach	10	UCSC Agroecology	105	Harvey West	55
DeLaveaga (natural area)	530	Twin Lakes/Sea-bright Beach	10		355	San Lorenzo	13
Jessie St. Marsh*	3.2		85			Neighborhood Parks	105.6
Lighthouse Field	35						208.6
Moore Creek* Floodplain	96						
Neary Lagoon	35						
Pogonip	614						
Younger Lagoon	25						
UCSC	429						
	1793.2						
Open Space Lands Outside the City:							
Henry Cowell	1760			Gray Whale* Ranch	2323	TOTAL:	
Wilder Ranch	3240			Younger*	173	Natural Area	6793.2
	5000				2496	Coastal Rec	85
						Ag/Grazing	2851
						Parks	208.6
*Private ownership						Open Space	9,937.8

Source: City Planning Department, 1992

OPEN SPACE LAND USES GOALS, POLICIES AND PROGRAMS

GOAL L 3: Protect the quality of, and prevent significant new incursion of urban development into, areas designated as open space or agricultural lands and provide, when possible, permanent protection of these lands, recognizing their value in inhibiting urban sprawl and maintaining City identity, as a natural resource with significant biotic resources and/or their potential for providing scenic, recreational and educational enjoyment.

Policies and Programs:

3.1 Work with appropriate landowners, agencies and organizations to pursue long-term acquisition and/or maintenance of natural areas, agricultural and grazing lands throughout and on the periphery of the City and also the creation of community garden areas, recognizing their value as open space areas, natural resources and value for food production. (See Policies under CD 1.3 and PR 1.3.)

3.1.1 Analyze the feasibility of developing an open space assessment district to acquire certain areas.

3.1.2 Apply for open-space acquisition funds as they become available through the State, Federal government, and other agencies and/or encourage acquisition of open space by land trusts or conservancies.

3.1.3 Support County policies and programs aimed at preservation of agricultural/grazing uses on the North Coast and utilize exclusive agriculture/grazing zoning, Williamson Act contracts, agricultural easements and transfers of development rights to preserve agricultural/grazing lands within the City. (See Policies EQ 3.4 and CD 1.3.1.2.)

3.1.3.1 Encourage organic farming practices on agricultural lands and community gardens within the City. (See policies PR 1.3 and S 6.5.2)

3.1.4 Study the potential for a Transfer of Development Credits Program to preserve parcels containing unique resources or that are located in areas where open space amenities would benefit the community.

3.2 Designate undeveloped areas susceptible to severe earthquake damage, flooding, landslides, slumping and fire in natural areas or low-density and intensity uses. (See policies L 1.4.3 and S 3.1.1)

3.3 Require development adjacent to natural areas and agricultural/grazing lands to be compatible with adjacent lands in terms of land use, visual transition and siting. (See Policies under CD 1.4 and CD 2.2)

3.3.1 Utilize planned development and other techniques that allow clustering to protect resources and views and allow for siting that is sensitive to adjacent uses.

3.3.2 Where important natural areas would be impacted, require management plans as a condition of development and develop and implement an ordinance requiring the dedication of or granting of an easement to natural areas appropriate for passive recreation or open space uses.

3.3.3 Require or maintain an appropriate buffer to agricultural fields in the County and allow non residential uses (such as community gardens and/or recreational uses) within portions of the buffer that are found to not adversely impact or be adversely impacted by the agricultural operations.

3.3.4 Protect visual access to nearby natural areas as part of environmental review.

3.4 Develop, implement and maintain updated management plans for the protection and enhancement of natural areas throughout the City including: Jessie Street Marsh, Arana Gulch, Lighthouse Field, San Lorenzo River, Pogonip, Arroyo Seco, Moore Creek, Neary Lagoon, Antonelli Pond, Natural Bridges Marsh and portions of DeLaveaga Park. Management plans should address the following: description of the resource, preservation objectives, strategies to fulfill the objectives, and the means to carry out those strategies (e.g. timeline, funding, authorities). (See policies EQ 4.2.1, EQ 4.2.2.1 and PR 1.6)

3.4.1 Develop and implement a master plan for Pogonip in a manner consistent with the purpose of the property's acquisition and environmental resources and examine the feasibility of providing opportunities for public use of the Pogonip Club. (See policy CR 3.2)

3.4.2 Develop an Arroyo Seco master plan to maintain, manage and allow for the expansion of recreational uses such as trails and seating areas.

3.4.3 Update the DeLaveaga Park Master Plan to maintain and manage natural areas and potentially allow for expansion of recreational uses.

3.4.4 Work with the Land Trust to implement the Antonelli Pond Management Plan pursuant to policy MC 1.2 and complete and revise in accordance with the recommendations and Moore Creek policies in ASP pp. 453-458.

3.4.5 Require preparation of and implementation of a management plan for Arana Gulch in accordance with policy L 2.2.7 and building upon the "Arana Gulch Mitigation/Sedimentation" report by Harvey and Stanley Associates, 1982. (See policy EQ 3.1.4)

3.4.6 Implement recommendations for restoration of Jessie Street Marsh including preparation of a marsh management plan pursuant to policies SLR 1.4.3 - 1.4.6 in ASP pp. 494-509.

3.4.7 Require preparation of and implement a management plan for the natural areas of Lighthouse Field in accordance with the Lighthouse Field policies in ASP pp. 442-447.

3.4.8 Encourage UCSC to implement the "Management Plan for the Joseph M. Long Marine Laboratory", 1987, as it applies to Younger Lagoon and update as necessary.

3.4.9 Encourage the State Department of Parks and Recreation to prepare and implement a management plan for Natural Bridges Marsh pursuant to policies NB 1.5, NB 1.5.1-1.5.4 in ASP pp. 461-468.

3.4.10 Implement the Neary Lagoon Management Plan as excerpted in ASP pp. 473-491.

3.4.11 Implement the San Lorenzo River Enhancement and Design Plans as summarized in ASP pp. 494-509.

3.4.12 Implement the Moore Creek Corridor Management and Access Plan as excerpted in ASP pp. 453-458. (See policy EQ 3.1.5)

3.5 Protect coastal recreation areas, maintain all existing coastal access points open to the public, and enhance public access, open space quality and recreational enjoyment in a manner that is consistent with the California Coastal Act. (See policies under EQ 4.1 and PR 1.7)

3.5.1 Protect coastal bluffs and beaches from intrusion by non-recreational structures and incompatible uses and along the shoreline, require new development or remodeling to be sited and designed so as to avoid a "wall" of buildings.

3.5.2 Ensure that development does not interfere with the public's right to access the ocean (where acquired through use or other legislative authorization).

3.5.3 Require new development and public works projects to provide public access from the nearest public roadway to the shoreline and along the coast, except where it is inconsistent with public safety, protection of fragile coastal resources, or where adequate access exists nearby.

3.5.4 Wherever feasible and appropriate, distribute public facilities (including parking areas) throughout the coastal recreation area to mitigate the impacts of overcrowding or over-use by the public of any single area.

3.5.5 Develop and implement plans to maximize public access and enjoyment of recreations areas along the coastline. (See Policy PR 1.7.)

3.6 Maintain existing park lands and ensure that adequate park land is provided in conjunction with development. (See policies under goal PR 1)

3.6.1 Ensure that recreational needs are met in conjunction with development in the Central Core planning area. Recreational needs should match the demographics of the population. (See policy PR 1.2.11)

3.7 Recognize and protect the Pacific Ocean and Monterey Bay as a valuable open space, natural resource, and National Marine Sanctuary. (See also Policies under EQ 4.1, ED 3.1.1, ED 5.2.2)

3.7.1 Work with the County and other groups to take all actions possible to oppose exploration for and development of offshore oil off the California coast, oil tanker traffic along the coast of Monterey Bay, and on-shore support facilities, and to establish a permanent ocean sanctuary for all portions of the California coast in which drilling is not already proceeding.

3.7.2 Support the designation of Santa Cruz as an informational center for the Monterey Bay Sanctuary.

3.7.3 Participate in the development of and implement a Regional Oil Spill Contingency Plan to guide emergency response efforts in the event of an offshore oil spill.

E. CONCURRENCY

Concurrency is the concept that adequate community infrastructure and services be in place or made available to support current and projected population growth. It requires that level of service standards be established and used to evaluate existing community facility and service deficiencies as well as the impacts of new development on the need for new facilities and services. The City's role is to assure that services will be available to serve areas designated for development. While existing deficiencies will be improved by the City, new development must provide its share of necessary facilities and services and to maintain levels of service standards in a manner that is consistent with General Plan objectives.

The impacts of new development on infrastructure and community services is expected to be significant. Santa Cruz is an old community by California standards and, as such, infrastructure is aging, sometimes inadequate or missing and, as is appropriate for a nearly developed community, often operates at or close to capacity. As a result, impacts from new development will tend to be magnified and improvements to maintain levels of service become increasingly difficult and costly to make. New development may have a disproportionate impact, as it may trigger the need for new increments or improvements to certain facilities. Additionally, needs for additional community facilities such as parks and libraries will be difficult to accommodate due to limited land and as a result may be placed in less than ideal locations. Given the problems discussed above, community facility and service standards will need to be flexible enough to respond to these difficulties. (See Map L-8 and Table L-9 for community facilities.)

GOAL L 4: Plan community facilities and services to serve the projected population, allowing development only when adequate facilities and services are provided and are available to serve it.

Policies and Programs:

4.1 Ensure that facilities and services necessitated by the development anticipated by this Plan are available, proportionate and appropriate to development densities and use intensities (not oversized) and that development provides its fair share of the services and infrastructure. (See policies under L 5.4, C 1.5, H 1.9.4, ED 1.9, ED 1.10, CF 6.6, CF 1.2, and PR 1.8)

4.1.1 Extend no sanitary sewer services beyond the eastern branch of Moore Creek Canyon above Highway 1 and the City's western boundaries and Younger Lagoon below Highway 1 except for a leachate line serving the landfill site. (See policy CF 7.2.6 and Map CF-6)

4.1.2 Utilize phasing of development projects to mitigate service limitations.

4.1.3 Cooperate with UCSC to assure that adequate services are paid for and provided as part of any expansion of the campus.

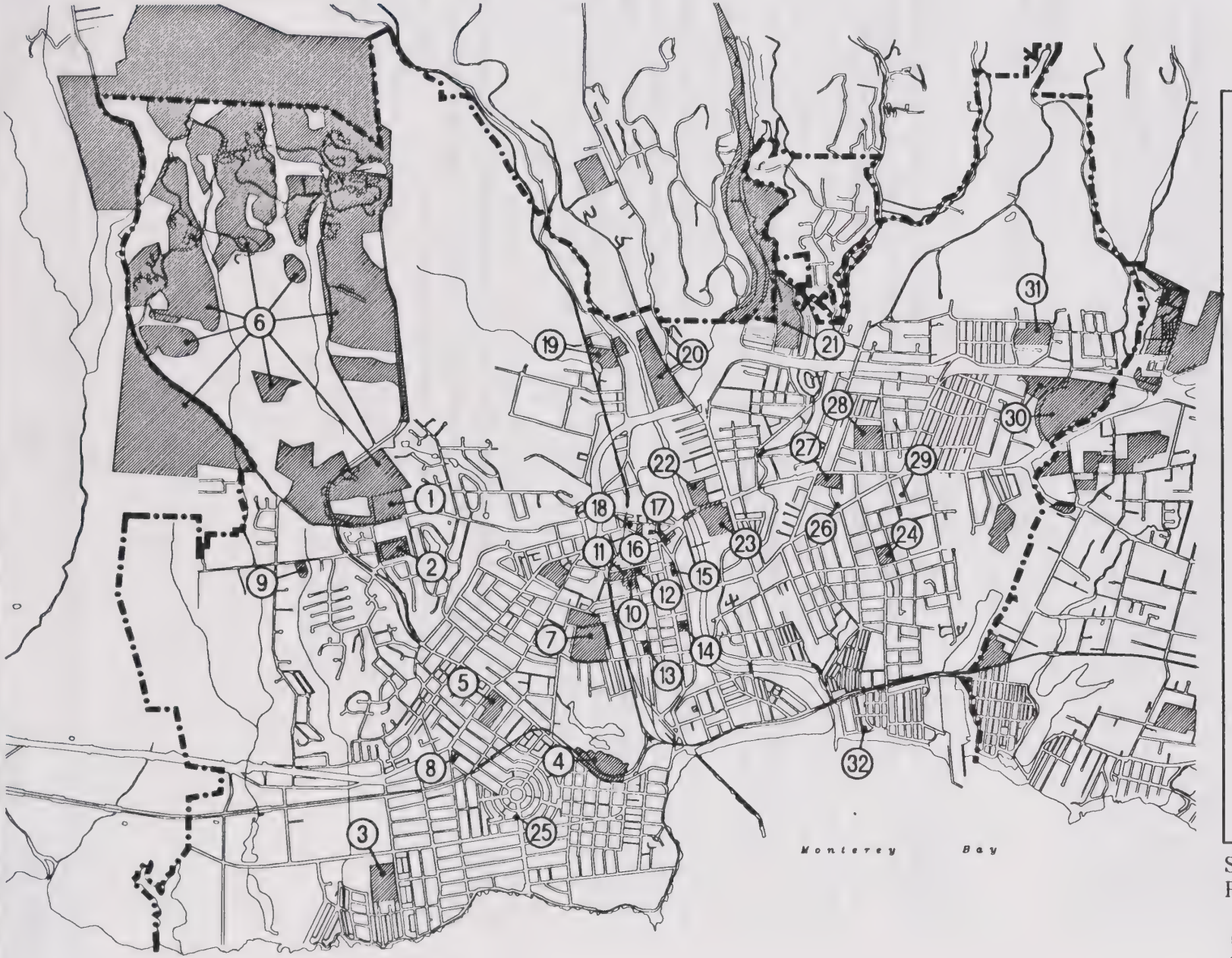
4.1.4 Require new development to construct and dedicate to the City all public improvements directly attributable to the site include water and sewer extensions, sewer laterals, street and transit improvements, sidewalks, bikeways, street lighting, fire hydrants and the like. (See policies under CD 4.6 and C 1.7)

4.1.5 By 1994, develop level of service standards for public facilities, including water, treatment plant, sewers, storm drains, solid waste, street lighting, sidewalks, bikeways, transit systems and streets that are consistent with General Plan objectives. (See policy C 1.2.1)

4.1.5.1 By 1995, develop a list of public facility projects (with cost estimates) to be incorporated in the General Plan that would be necessary in order for the level of service standards to be met over the life of the Plan.

MAP L-8: COMMUNITY FACILITIES

The City of Santa Cruz, California



N

LEGEND

	COMMUNITY FACILITIES
1	WESTLAKE SCHOOL
2	BAY STREET RESERVOIR
3	NATUAL BRIDGES SCHOOL
4	WASTEWATER TREATMENT PLANT
5	BAY STREET ELEMENTARY
6	U.C.S.C.
7	SANTA CRUZ HIGH SCHOOL
8	FIRESTATION #3
9	MEDER STREET CEMETARY
10	CIVIC AUDITORIUM/ FIRE STATION #1
11	CITY HALL
12	CENTRAL LIBRARY
13	LOUDEN NELSON CENTER
14	METRO/ TRANSIT CENTER
15	MCPHERSON ART HISTORY CENTER
16	U.S. POST OFFICE AND VETERAN'S SERVICE OFFICE
17	TOWN CLOCK
18	MISSION ADOBE
19	CITY CORPORATION YARD
20	ODD FELLOWS CEMENTARY
21	COUNTY HEALTH SERVIES
22	COUNTY JAIL FACILITY
23	COUNTY GOVERNMENT CENTER
24	GAULT SCHOOL
25	GARFIELD PARK LIBRARY
26	FIRE STATION #2
27	BRANCIFORTE ELEMENTARY SCHOOL
28	BRANCIFORTE JUNIOR HIGH SCHOOL
29	BRANCIFORTE LIBRARY
30	HARBOR HIGH SCHOOL
31	DELAVEAGA ELEMENTARY
32	CITY MUSEUM

Source: City of Santa Cruz Planning Department, 1992

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Table L-9

Key Areas for Community Facilities

Neary Lagoon	Sewer Plant expansion
Arana Gulch	School site/park
North River	Neighborhood park
South of Laurel	Neighborhood park
Downtown (CBD)	Park/public spaces

4.1.6 Assess the impacts of new development upon community facilities and service levels and establish funding levels, impact fees, improvement needs attributable to a project in a fair and consistent manner. (See Policy C 1.5.2, S 5.1.2.)

4.1.7 Encourage self-sustaining user fees for garbage, roads, parking, water and other infrastructure rather than relying on general sales tax revenues for these expenses.

4.2 Consider natural and developed resources in the siting and construction of community facilities ensuring that development relates both visually and functionally to the surrounding environment and that natural resources are protected.

4.2.1 Include artists, wherever possible, in the planning of new and reconstructed public works projects.

4.3 Develop a 5-year Capital Improvements Program to prioritize community needs and allocate funds for the construction of alternative transportation improvements, water and wastewater facilities, parks, libraries, cultural resources, government facilities, and other programs necessary to serve current and projected population growth. (See policy C 1.5.1, CF 3.2.1, PR 1.1)

4.3.1 Annually review the CIP for consistency with the General Plan objectives, level of service standards, and community facilities projects included in the General Plan.

4.3.2 Ensure the timely provision of capital improvements and design and construct improvements, including road, drainage and environmental protection measures.

4.4 Public works projects (including new roads, wastewater facilities and water facilities) in any area within the City (including the Coastal Zone) will be subject to the same land use policies as private development. (See policy L 3.5.3)

4.5 Any public works project in a natural area (see Land Use Diagram) shall be consistent with adopted management plans or be limited to the following: maintenance and replacement of existing facilities; maintenance of existing or restoration of previously dredged depths in existing flood control projects and navigation channels; replenishment of beaches using dredged materials placed within the reaches of normal waves; incidental public service projects (including but not limited to the burying of cables and pipes, inspection of piers and maintenance of existing intake and outfall lines) and nature studies or similar resource dependent activities. (See policies under EQ 4.2 and L 3.4)

F. LAND USE AND CIRCULATION

Decisions about where and at what densities people live, work, shop and play have immediate impacts and implications on the circulation system. Similarly, the congestion of the circulation system presents limitations on land use. Zoning has traditionally focused on separation of land uses, for the purpose of separating the impacts of undesirable uses. This separation of land uses has made it necessary for automobile trips whenever a movement is required between one land use and another. Without efforts to modify the use of the automobile, the combination of region-wide traffic increases, per capita increases in car use, and the additional traffic generated by population growth, place an increasing stress on the street system. Because street improvements usually relieve congestion only on a temporary basis, the General Plan acknowledges that circulation planning must focus on improving the efficient use of the existing circulation system through transportation systems management and by improving pedestrian, bicycle, mass transit systems and integrating them with the roadway system to reduce dependence upon the automobile. (See Circulation Element.)

In addition to circulation planning, the General Plan de-emphasizes the traditional separation of land uses in favor of mixed use and higher density development to reduce automobile trips and dependency. Future growth and change are focused in the Central Core Area and along transit corridors increasing the City's ability to utilize transit, bicycling and walking as the primary modes of travel. Areas along the railroad right-of-way will also be looked to for concentrations of housing and job centers in the more long term future.

GOAL L 5: Develop compatible relationships between land-use and circulation patterns and encourage land use patterns that encourage an efficient transportation system and discourage urban sprawl and excessive dependence on the automobile.

Policies and Programs:

5.1 Evaluate development proposals for their direct traffic impact and effect on the overall number of automobile trips and require mitigation measures focused on reducing the number of automobile trips and effects of increased trips. (See policy C 1.7.1)

5.2 In conjunction with the CMP, require all development projects, General Plan amendments, rezonings, general or community plans requiring a Negative Declaration or EIR to be forwarded to the SCCRTC for evaluation of the impacts the plan or project will have on the regional transportation network.

5.3 Provide for high-density development and mixed uses, where appropriate, as well as transit- and pedestrian-oriented land use patterns to reduce dependence on the automobile and support the use of mass transit and other alternative transportation modes. (See Policies L 2.9, H 5.3.2 and H 5.4.)

5.3.1 Encourage the development of home delivery, tele-commuting, and expand home occupations to reduce the need for automobile travel. (See policy ED 1.3.3, CF 5.1)

5.3.2 Restrict drive-through and other land uses that generate unnecessary auto-emitted air pollution.

5.3.3 Encourage the development and expansion of neighborhood facilities such as parks, schools, and neighborhood commercial services. (See policies under CD 4.9 and L 2.7.3)

5.3.4 Designate appropriate areas adjacent or near arterial and transit corridors and potential rail corridors for development of higher residential or commercial densities and mixed uses to promote long-term transit viability and alternative forms of transportation, and also help reduce traffic congestion. (See policy H 5.3.2)

5.3.5 Ensure that visitor-serving facilities are arranged and developed in a compact, integrated manner to reduce automobile circulation and emphasize pedestrian movement. (See policy ED 5.3)

5.3.5.1 Tie visitor-serving facilities in with potential shuttle and rail system improvements to offer opportunities for commercial economic expansion while ensuring reduced number of automobile trips.

5.3.5.2 Vary and group visitor-serving activities in accordance with the degree of compatibility between them.

5.4 Ensure that new streets required by new development are proportionate and appropriate to development densities and use intensities, and not oversized. (See policies L 4.2, L 5.4 and C 5.8.3)

5.5 Deal with land uses around existing and potential transit centers and railways in ways that protect their future potential for transit centers. (See policy C 4.2)

5.5.1 Incorporate a transit center with central parking and shuttles at the rail line in the Washington Street vicinity and develop linkages between the wharf, beach, hotels, South of Laurel and Downtown, to collect and disburse visitors.

5.5.2 Ensure the provision of adequate land to develop transit centers at rail lines in the Seabright/Murray Street Area, Westside lands area, Harvey West, the Sashmill, and Bay/Columbia.

5.6 Require land use development to integrate into the larger circulation system by interconnecting its system of roads, pedestrian and bike paths with existing facilities and also design access to nearby areas in a manner that minimizes the necessity for automobile travel and potential automobile and pedestrian/bike conflicts. (See policies under C 1.7)

5.6.1 Reserve land in new development for area-wide bike and pedestrian path systems.

5.6.2 Provide public access from and through new development to adjacent or nearby schools, parks, natural areas and coastal recreation areas. (See policy CF 2.4, PR 1.7.1.4)

5.6.3 Minimize the number of driveways for new developments to reduce automobile and pedestrian/bike conflicts. (See policy C 2.3.5)

5.7 Establish parking requirements relevant to changing community needs taking into account TSM measures, mixed-use development, and more area-wide or common parking approaches. (See policy C 1.7.2, H 5.3.3 and policies under C 6.4.)

H. LAND USE DIAGRAM AND DESIGNATIONS

The Land Use Diagram depicts the geographic distribution and location of land uses and supplements land use policies in the General Plan and the Local Coastal Program (LCP). (See Map L-10, the Land Use Diagram.) While it attempts to be a parcel-specific map like the Zoning Map, some flexibility in the interpretation of the Land Use Diagram is critical since land use information is not specific enough to allow very precisely drawn lines in all instances. However, where it is possible, the Land Use Diagram is precise in order to provide information about what the General Plan and LCP mean in terms of land use for a certain area. See Table L-11 for guidelines in interpreting the Land Use Diagram. After each land use update or change in the General Plan and LCP, the Zoning Map will be brought into conformance with the Land Use Diagram.[16] See Table L-12 for General Plan and LCP land use designations and the densities, zoning districts and overlay zones associated with each.

1. Residential Land Use Designations

Very-Low, Low-, Low-Medium, Medium- and High-Density Residential indicate where residential development may occur at particular densities. These designations are intended to indicate densities and not building type. Thus cluster developments may be allowed even in lower density designations to provide flexibility in accommodating development in response to a variety of terrain, topography and habitats. A number of non-residential uses such as churches, day care and small businesses are also accommodated in the residential designations. The average number of persons per household is 2.5,[17] hence, density ranges can be multiplied by the average number of persons per dwelling unit to yield the densities in residents per acre.

Very-Low Density Residential designations are .1 to 1 dwelling unit per acre densities used in rural transition areas and areas where environmental constraints are high.

Low-Density Residential designations are typically single-family housing areas with densities of 1.1 to 10 units per acre. However, in some areas, required clustering of development and transfer of development densities to developable portions of the site will yield higher residential densities on the developed portion of the site.

Low-Medium, Medium and High-Density Residential designations are typically multi-family residential areas with apartments, condominiums, cooperative, cohousing, townhouses and detached units at densities ranging from 10.1 to 55 units per acre.

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[16] It is important to note that while the City's land use diagram shows land-use designations for UCSC lands, the City is not establishing land use policy for University lands and therefore the Land Use Diagram merely reflects the UCSC LRDP.

[17] AMBAG, 1990 U.S. Census.

Table L-11

Guidelines for Interpreting the Land Use Diagram

1. Land use boundaries following features such as streets, alleys, creeks, cliffs, shall fall within the street or at the actual physical boundary of a creek or cliff.

2. Land use boundaries where there is a transition between different residential densities shall allow for some flexibility in the boundary line.

3. Land use boundaries at the transition between residential, commercial or industrial areas shall occur at the property line between the uses, except where it may be modified by specific instances.

4. Land use designations in areas proposed for area or specific plans shall be general, pending the adoption of such plans. General Plan policies may be better indicators of expected land-use patterns.

5. Natural areas are depicted in their general location; their exact location is determined by a qualified biologist under a process established by the Zoning Ordinance (Conservation Regulations).

6. Area plans, specific plans, management plans or other more detailed plans that have been adopted as part of the General Plan, take precedence over the land use descriptions on the Land Use Diagram.

7. The Land Use Diagram is at a level of detail where it may be impractical to delineate small pockets of higher densities in areas of lesser densities. The Zoning Map will show different densities in the vicinity: Almar-Rankin, Laurel-California, California-Bay, Forrest-Mentel.

9. Land Use Designations for UCSC reflect the 1988 Long Range Development Plan and do not represent City policy with regard to development of University lands.

Table L-12 — General Plan and LCP Land Use Designations

General Plan Land Use Designation	Residential Density (Dwelling Units per Acre)	Employment Density Employees (E) per Acre)[3]	Allowable Zoning Districts [2]
RESIDENTIAL			
Very-Low-Density Residential	.1 - 1	0	R-S-1A R-S-2A
Low-Density Residential	1.1 - 10	0	R-1-5 R-1-7 R-1-10
Low-Medium-Density Residential	10.1 - 20	0	R-L
Medium-Density Residential	20.1 - 30	0	R-M R-T(A) (B) (D)
High-Density Residential	30.1 - 55	0	R-H R-T(A) (B) (D)
COMMERCIAL AND OFFICE			
Neighborhood Commercial	0 - 30	Up to 30 E/Acre	C-N
Community Commercial	0 - 30	Up to 60 E/Acre FAR < = 2	C-C
Regional/Visitor Commercial	0 - 30	Up to 80 E/Acre	C-B CB-D R-T(C)
Office	0 - 30	Up to 60 E/Acre	P-A
INDUSTRIAL			
General Industrial	0 - 30	Up to 60 E/Acre	I-G
Coastal-Dependent	0	Up to 20 E/Acre	C-D SC-H
COMMUNITY FACILITIES	0	Up to 80 E/Acre	P-F
UCSC	Varies	Varies	UCSC
OPEN SPACE			
Parks	0	0	P-L
Coastal Recreation	0	0	OF-R
Agriculture/Grazing	1 DU/20 acres		EA
Natural Areas	0	0	F-P P-L NA-O

[1] The unit densities indicated in the chart above are based upon developable area, which excludes land having environmental constraints.

[2] Coastal Zone (CZ-O), Flood Plain (FP-O), Shoreline Protection (SP-O), and Historic (H-O) Overlay Zones are potentially applicable to any land use designation and the High-Density Residential Overlay Zone (HD-O) may be applied to Community Commercial, Regional/Tourist Commercial and Central Business District Land Uses.

[3] Employment Density Standards apply to the overall employment density maintained throughout the entire zoning district and are not site or project specific.

Residential Density. The density of development within each residential designation must be greater than the lower but less than the upper limit of the density range. When environmental analysis suggests the existence of constraints associated with the land, natural resources or characteristics of existing development, densities below the lower limit may be approved if mitigation is infeasible through downsizing or clustering of units. When lot area is below 10,000 sq. ft., density may be less than the General Plan range by one unit.

The General Plan and Zoning Ordinance provide for five circumstances when established density ranges may be exceeded:

i. Projects providing inclusionary units taking advantage of the density bonus allowance established in the Zoning Ordinance.

ii. Nonconforming residential densities may be maintained or replaced at their previous densities, under certain circumstances.

iii. The residential component of the High-Density Overlay District (HD-O) is limited only by the Floor Area Ratio (FAR).

iv. Density designations apply to development of "traditional" housing or dwelling units for households living independently. Development types not subject to density requirement include: single-room-occupancy units (SRO), residential hotels, boarding and lodging homes, and institutional uses.

v. Accessory dwelling units are permitted in single-family, multi-family and non-residential districts permitting residential uses and are disregarded for the purpose of calculating residential density.

Planned Developments allow flexibility to preserve particular natural or built features and resources of a site, such as topography, trees, watercourses, or historical structures. Where environmental constraints are evident, planned developments can cluster or concentrate development on one part of a site to preserve other areas. Planned developments allow innovative and creative site planning to pursue public objectives more fully than under conventional zoning regulations.

2. Commercial/Office Land Use Designations

Neighborhood, community and regional/visitor commercial designations allow for various commercial uses and **office designations** are restricted to small scale office uses. Multiple residential developments are allowed within all of these land use designations.

Neighborhood Commercial designations serve residential neighborhoods with small scale commercial uses such as laundromats, grocery and convenience stores, and mixed use projects. These areas usually involve only a few stores and can minimize automobile trips out of a neighborhood and possibly serve to reinforce a neighborhood focus.

Community Commercial designations primarily serve the general needs of the community and include retail, service, and office establishments. Allowable uses in these areas include

furniture, restaurants, grocery, appliance, auto parts, general merchandise, doctors' offices, legal offices, and mixed use projects. These areas are located along many arterial streets.

Regional/Visitor Commercial designations cover three distinctive areas (the Downtown Central Business District, the South of Laurel Area and the Beach), each emphasizing a different intensity, type and mix of regional/visitor commercial development. The designation in the Downtown Central Business District emphasizes the development of a mix and concentration of regional office and retail uses, residential and mixed-use developments, and also visitor attractions such as major restaurants, retail and entertainment areas. The designation in the South of Laurel area emphasizes the development of mixed-use and residential areas, neighborhood commercial areas and visitor-serving uses that help link the Beach Area to the Downtown. The designation in the Beach Area primarily emphasizes the development of visitor-serving uses such as hotels, motels, restaurants, amusements and also allows for the development of mixed-use and residential areas.

Office designations consist of small scale office uses such as dental offices, limited hour medical clinics, and psychologists as well as residential and mixed use projects. Office designations act to break up strip commercial development and as a transition area between commercial areas and residential zones.

3. Industrial Land Use Designations

Industrial designations include **general industrial and coastal-dependent** designations and allow for varying densities and types of industrial uses.

General Industrial designations identify lands that will be used for industrial development while allowing for protection of the environment and nearby land uses from possible hazards, noise and other disturbances.

Coastal-Dependent designations identify lands along or near the coastline that will be utilized for coastal-dependent industries such as small craft harbors, fisheries, boating, marine research and education, agriculture, aquaculture, mariculture, and attendant facilities that require direct proximity to the ocean. Allowed harbor uses are limited to the Port District area.

4. Mixed Uses

Mixed-Use developments are allowed in all commercial, office and industrial land-use designations. Uses may include residential, office, service, retail, recreation, light-industrial, and others. Mixed-use development will become more likely given the limited amount of land in the City, because commercial/industrial land uses are developing in directions that make them more compatible with residential uses and due to a desire to limit reliance on the automobile. To find consistency with residential designations in the General Plan, the dominant component of a development must be residential. Dominance is determined by area devoted to uses; that is, the residential use must have more than 50% of the total area. Any residential development on commercial and office land is considered consistent with the General Plan.

5. Community Facilities

Community facilities designations identify existing and potential community facilities to acknowledge their location and to ensure that suitable area will be set aside to accommodate the need for these facilities, including schools, government offices, post offices, sewer and water facilities, the Civic Auditorium, and the landfill.

6. UCSC

UCSC is a State institution with its own development plan; therefore, a distinctive land use designation is assigned to that portion of the campus within the City boundaries, excluding Long Marine Laboratory. Land uses in the UCSC designation include: student dormitories, single-family homes, apartments, research laboratories, auditoriums, libraries, indoor and outdoor recreation facilities, an extensive natural reserve, classrooms, administrative offices, police and fire stations, an agroecology farm and grasslands for cattle grazing.

7. Open Space Land Use Designations

Open space land use designations include four categories: **parks, coastal recreation areas, agriculture/grazing and natural areas.**

Park lands designations include neighborhood, community and regional park lands used for passive and/or active recreational uses by residents and visitors. Natural areas can also be used as low-density park lands providing hiking trails and other recreational amenities. Parks mapped on the Land Use Diagram are owned by the City or the State Department of Parks and Recreation.

Coastal Recreation designations include lands along the coastline including beaches, and outdoor and open water areas used for outdoor recreational activities such as swimming, boating, fishing, surfing, picnicking and parking.

Agriculture/Grazing designations include land that is used for production of food and fiber. This designation is limited to grazing land on the western edge of the City and grasslands of UCSC. Small-scale agricultural uses also exist in Golf Club Drive, Harvey West area, the UCSC agroecology farm and in many private gardens and a few community gardens throughout the community but are not designated in agriculture/grazing uses.

Natural areas designations include land that, for reasons of vegetation and wildlife habitat protection, aesthetic and recreational purposes and safety should remain in an undeveloped state. This includes land with habitat value (such as the ocean, riparian areas and marshes), land vital to soil and water conservation and protection, lands providing aesthetic and recreational enjoyment, such as scenic views, hiking and interpretive areas, and lands susceptible to seismic hazards, landslides, fire hazards or subject to flooding or tidal inundation from the possibility of development. Allowable uses such as recreational uses, educational uses, and public facility uses relating to the natural area are dependent upon the environmental sensitivity of each area and as such, the allowable types and intensities of uses must be individually evaluated and determined on a case by case basis ensuring consistency with the Environmental Quality policies in this Plan.

CIRCULATION ELEMENT
(Pages 139-191)

A. INTRODUCTION

The circulation system is a network of roads, rail lines, bikeways, and pedestrian paths designed to move people and goods from one place to another. As such, it is a major generator of physical settlement patterns, and its location, design and constituent modes have major impacts on air quality, plant and animal habitats, noise, energy use, safety, visual appearance, social interaction, land use and open space, and economic activity within a community.

Increased automobile traffic congestion on City streets, during peak commute periods and summer and holiday weekends, is a major concern. With no change in transportation behavior, traffic volumes and congestion are projected to increase through 2005. Regional population growth, increasing numbers of visitors, growth of UCSC, increased car miles traveled per person, and development and population growth within the City are all factors with the potential to increase traffic. With these potential traffic increases come increased fuel consumption, air pollution, noise, traffic accidents and impacts upon residential neighborhoods.

Awareness and concern about social and environmental impacts of automobiles and automobile-related industries have placed greater emphasis upon the need to develop City policies reducing dependence upon the automobile. In accordance with these needs, the Circulation Element aims to accommodate increased travel demands by developing alternative transportation modes that are competitive with the automobile, creating disincentives to automobile travel, and, wherever possible, improving the efficiency, rather than increasing the capacity, of the road system. Additionally, other General Plan elements, especially the Land Use Element, aim at fostering land use types and activities that encourage greater use of alternative transportation modes and reduce automobile travel.

The Circulation element is divided into six sections: **Circulation Planning, Pedestrian System, Bike System, Mass Transit, Road System, Transportation Systems Management.** The goals on the following page outline the direction of this element:

Circulation Element Goals

GOAL C 1: **Develop a comprehensive, multi-modal circulation planning program that takes as its highest priority reduction of automobile trips by the creation of viable alternative transportation modes, effective transportation systems management programs, and integration of land-use and circulation planning.**

GOAL C 2: **Develop and promote pedestrian travel as a viable transportation mode by developing and maintaining a safe, comprehensive, convenient, accessible and aesthetically pleasing pedestrian system.**

GOAL C 3: **Develop a safe, convenient and effective bikeway system that promotes bicycle travel as a viable transportation mode and connects work, shopping, schools, residential and recreational areas.**

GOAL C 4: **Aggressively pursue development of a comprehensive and integrated mass transit system including buses, paratransit and rail transit/fixed guideways to provide increased mobility in the community.**

GOAL C 5: **Maximize the efficiency and safety of the existing road system while ensuring that it accommodates all modes of travel, operates at an acceptable level of service, and is not expanded unnecessarily.**

GOAL C 6: **Develop a Transportation Systems Management (TSM) program that reduces automobile use by reducing travel need, encouraging the use of alternative transportation, increasing the average number of persons per automobile, and improving the operation of the existing road system.**

B. CIRCULATION PLANNING

Circulation planning and projects have traditionally focused upon increasing the capacity of the road system to solve congestion problems during peak travel periods. While such projects are effective in the short term, they often result in future congestion at a greater scale, a never ending spiral of negative fiscal and environmental impacts, and demands for new road projects.[18] Other specific undesirable effects may include: even greater automobile use, lessened priorities to improve alternative transportation modes, increased air and noise pollution, demands on land and fossil fuel reserves, and the development of roads that are out of proportion with the character and scale of a community.

It is the City's goal to reduce automobile trips and congestion by integrating land-use and circulation planning, improving alternative transportation modes, developing effective travel demand management strategies, and wherever possible, improving the efficiency, rather than increase the size, of the road system. This goal is based on the premise that expanding the size of the road system will be the last-resort approach to reducing congestion problems. This planning approach attempts to reduce dependence upon the automobile and protect the scale, quality and character of life in the City. To achieve this goal, the City will refocus

[18] SCCRTC brochure "Considering the Alternatives: Managing Traffic Congestion in Santa Cruz County" 1989.

land-use and circulation planning strategies and work with residents, property owners, employers, and local and regional agencies to achieve this and parallel land use, circulation and air quality management goals. (See Table C-1 for agencies and groups concerned with land-use and circulation planning.)

Table C-1

Regional/Local Transportation Agencies and Organizations

Association of Monterey Bay Area Governments (AMBAG) – Addresses regional transportation problems and concerns through its Regional Transportation System Management Element and as input to the Air Quality Management Plan and other related plans. AMBAG has proposed a program of transportation control measures (TCMs) for implementation at the local level. These Traffic Control Measures include: Trip Reduction Ordinance (Employers and Schools), Transportation Management Associations, Commuter Transit Service, Transit Improvements/Continued Service Levels, Tourist Transit Shuttle, Traffic Signal Synchronization, Street and Highway Improvements, Bicycle Facilities Maintenance and Construction, Park and Ride Facility Construction.

CalTrans – Responsible for ensuring adequate mobility and choice for the transportation of California's people, goods, and information.

Monterey Bay Unified Air Pollution Control District (MBUAPCD) – Responsible for developing an air quality management plan which focuses on both attaining and improving air quality standards throughout the North Central Coast Air Basin.

Santa Cruz Area Transportation Management Association (TMA) – A group of businesses and government agencies which are cooperating to jointly solve the transportation problems within the northern half of the County, mainly commute traffic, and to support alternative transportation modes.

Santa Cruz County Regional Transportation Commission (SCCRTC) – Prepares and updates the County's Regional Transportation Plan, Transportation Improvements Program, Congestion Management Program, and implements transportation control measures required by the Air Quality Management Plan. SCCRTC is also working with major employers to promote ride-sharing and other TDM programs including flex work hours, staggered work hours, discount transit fares during the peak periods, and telecommuting to encourage employees to travel by alternative transportation modes in lieu of the automobile.

Santa Cruz Metropolitan Transit District (SCMTD) – Prepares a Short Range Transit Plan (SRTP) describing transit problems, opportunities and programs. Additionally, Metro annually plans service improvements and offers an employer monthly pass program to increase ridership.

University of California at Santa Cruz (UCSC) – Implements comprehensive Transportation Systems Management and Parking Program and provides a comprehensive package of commute options, including car-pools, bicycles, and transit, and free bus passes and shuttle buses serving all areas of the campus.

Land-use planning will focus upon integration of land-use and circulation in a manner that reduces dependence upon the automobile by: encouraging mixed-use developments, telecommuting, neighborhood commercial developments, and home delivery services; locating child care centers near employment centers and high-density developments along or near major circulation corridors and employment centers; phasing development with transportation projects; and assessing and mitigating the impacts of local and regional growth on the circulation system. (See Land Use Element for discussion and policies related to the integration of land use and circulation planning.)

Circulation planning will focus specifically upon the development of viable pedestrian, bicycle and mass transit systems, ridesharing, traffic operations improvements and other TSM strategies. Where deficiencies in the road system exist, alternative transportation improvements and TSM programs will be used to mitigate the deficiencies. Road widening/expansions will only be considered when these strategies have not proven

effective.[19] (See Pedestrian, Bike, Mass Transit, Road System and Transportation Systems Management sections of the circulation element for specific policies and programs.)

CIRCULATION PLANNING GOALS, POLICIES, AND PROGRAMS

GOAL C 1: Develop a comprehensive, multi-modal circulation planning program that takes as its highest priority reduction of automobile trips by the creation of viable alternative transportation modes, effective transportation systems management programs, and integration of land-use and circulation planning.

Policies and Programs:

1.1 Strive to achieve no net gain (beyond the 1991 level) in the daily number of automobile trips within the City by 2005.

1.1.1 Establish and monitor modal-distribution percentage goals for all constituent modes of travel and number of trips per person consistent with achieving a no net gain in the daily number of automobile trips. Strengthen alternative transportation improvements and TSM measures as necessary.

1.1.2 Evaluate and phase circulation system improvements to ensure that the goal of reducing use of the automobile is being met.

- Reduce automobile travel demand through education, transit-oriented and mixed-use developments, pedestrian, bicycle, and mass transit improvements and TSM measures.

- With the exception of approved baseline roadway improvements, implement no arterial street widening/expansion projects that focus solely on relieving peak-hour automobile congestion problems.

- On any multi-phase development project including pedestrian or bicycle facilities, ensure that pedestrian and bike improvements are made in parallel with other improvements.

1.2 By December 1993, develop and integrate Pedestrian, Bike, Mass Transit and Arterial Streets Master Plans recommending circulation improvements in areas with deficiencies (or inadequate levels of service) and develop plans to complete, or else improve the efficient utilization of existing circulation facilities. Update these master plans every 5 years.

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[19] Deficiencies in the circulation system refer to areas where the existing roadway, transit, bike and pedestrian systems are either incomplete or are operating well below an acceptable level.

1.2.1 Establish level of service criteria for pedestrians, bicycles, mass transit and roads adequate to meet their modal-distribution shares. (See policy C 1.1.1, C 2.2.1, C 3.1.1, C 4.1.1 and C 5.1.1 for level-of-service criteria for pedestrians, bikes, transit and roadways.)

1.3 Work with SCCRTC, UCSC and other agencies to devise strategies to reduce automobile travel and traffic congestion by enhancing TSM, bicycle, pedestrian, mass transit services along major traffic routes and to major destinations and educating employees and residents about the benefits of using alternative forms of transportation whenever possible.

1.3.1 Work with SCCRTC and other agencies to develop a County-wide origin destination study analyzing major trip origins, destinations and modes.

1.3.2 Work with the University to develop and implement aggressive strategies to reduce congestion along City to University travel corridors.

1.3.3 Work with the County/Live Oak area to develop and implement aggressive strategies to improve transit efficiency and reduce congestion along the City's east-west travel corridors.

1.3.4 Develop and implement strategies, such as coordinated signs and street naming, protected turn lanes, and remote parking/shuttle programs, to reduce traffic congestion along the Visitor/Beach Area travel corridors. (See also policy CD 5.5, C 5.6, ED 5.6.4)

1.3.5 Work with the SCCRTC and Transportation Management Association (TMA) to develop strategies and incentives such as community and employee ridesharing boards to encourage commuters living within 10 miles of their work-places in the City to utilize alternative transportation.

1.3.5.1 Improve direct transit and bicycling linkages between Felton, Scotts Valley, Live Oak, Capitola, Soquel and Aptos and major employment and destination centers.

1.3.6 Work with the SCCRTC to develop strategies, such as mass transit, ridesharing and telecommuting, for commuters further than 10 miles, to reduce the number of automobiles commuting to and from Santa Clara Valley, Watsonville and South County.

1.3.6.1 Conduct a survey of these commuters to identify the market for telecommuting, transit and ridesharing strategies.

1.3.6.2 Contact employment centers and employers to encourage them to increase the availability of telecommuting and/or ridesharing options to their employees.

1.4 Develop a triennial Circulation Report monitoring and evaluating the use, efficiency and safety of all components of the circulation system and TSM strategies.

- Analysis of pedestrian and bike modes should include: bike and pedestrian counts, bike accident areas, bike parking problem areas, percentage of trips by bicycle and commuter trip patterns for bicycles.

- Analysis of mass transit use may include: frequency of service, farebox cost and recovery, proximity of transit to home and workplace, commuter trip patterns for buses, transit vehicle delays, peak-hour transit ridership, average passenger load, major passenger boarding and deboarding areas, and percentage of bus transit trips.

- Analysis of automobile use should include: average daily traffic and level of service for arterial and collector streets, an accident location map, vehicle occupancy counts, average daily truck traffic counts, and percentage of automobile trips.

- Analysis of TSM strategies should include: number of carpools/vanpools formed, number of carpool/vanpool applications received, park-and-ride lot occupancy counts, and percentage of ridesharing trips.

1.5 Circulation funding shall emphasize the priorities of developing a viable alternative transportation system, creating disincentives to and reducing automobile use, and improving the efficiency of the existing circulation system. (See policy L 4.4, C 6.4.4, C 6.6.)

1.5.1 Use the Five-Year Capital Improvement Program to implement pedestrian, bike, mass transit, and road system improvements. Priority should be given to projects that:

1. Protect air quality, open space and community character;
2. Reduce single occupancy automobile use;
3. Provide the best long term improvement in circulation patterns;
4. Are most cost-effective based on life-cycle costs.

1.5.2 Develop a Transportation Impact Fee to ensure that developers pay a fair share of circulation system improvements.

- Fees shall relate to pedestrian, bicycle, mass transit, and arterial street master plans, and deficiency plans.

- Fees shall be based upon the incremental cost of a development project relative to projected growth before a road improvement is required (rather than the impact of development relative to existing traffic or other levels of service).

1.5.3 Urge the appropriate agencies to consider establishing a county-wide impact fee to mitigate impacts of regional growth on Highway 1, 9 and 17 corridors. Mitigations such as the development of rail transit/fixed guideways and improved bus transit services should be considered.

1.5.4 Use local revenues as a match to leverage federal and state funds to finance circulation system improvements.

1.5.5 Work with appropriate agencies to seek funding for pedestrian, bicycle, mass transit and TSM projects using revenue sources such as Clean Air and Transportation Improvement Act funds, a local gasoline tax, assessment district financing, AB2766 (Vehicle Registration Surcharge Fee) Grant Program and also to lobby state and federal legislators to provide a secure base of revenue for the mass transit providers, TSM and other alternative transportation improvement projects..

1.5.5.1 Seek out various forms of private investment capital for the development of fixed guideway development.

1.6 Reduce automobile trips and promote alternative transportation through the integration of land-use and circulation planning. Strategies should include: high-density, mixed-use, and/or transit oriented land use patterns, telecommuting, locating child care centers near employment centers, development of neighborhood commercial and home delivery services. (See policies under goal L 5.)



1.7 As a condition of development, expansion or change of land use, developers or employers shall mitigate their impacts on circulation (consistent with circulation planning policy and the CMP), provide incentives to enhance the use of alternative transportation and when necessary shall prepare transportation impact studies, and phase improvements to reduce traffic impacts and ensure that circulation facilities are adequate to serve the development. (See policies under L 4.2, L 5.1, L 5.6, C 6.1 and policies C 2.2.3, C 2.2.6, C 3.1.3, C 3.1.6, C 3.5, C 4.2, C 4.5.2, C 5.3)



1.7.1 Reduce automobile parking requirements for developments/land-uses that provide effective incentives for alternative transportation (mixed-use/-neighborhood commercial areas, bus passes, subsidies, preferential carpool parking and shuttle services) and investigate ways to mitigate potential impacts on neighborhoods, possibly through residential parking permit programs. (See policies L 5.7, C 6.4.6)

1.7.2 New developments with truck traffic shall provide on-site facilities sufficient to allow truck maneuvering and also mitigate impacts related to truck size, weight, noise and related congestion caused by the blocking of travel lanes.

1.7.3 Design parking areas so that they have adequate lighting, landscaping, minimize amount of pavement for parking, adequate numbers of physically disabled spaces, and allow for safe pedestrian circulation. (See policies CD 5.1.2, C 5.9.8, C 5.10)

1.8 Coordinate pedestrian, bike, mass transit, road and highway planning with local and regional agencies to assess regional impacts upon the City's road system, alternative transportation improvements, automobile disincentive, and parking management strategies; and educate people about alternative transportation and transportation safety issues. (See Table C-1, policy L 1.2, and policies under goal CF 1)

1.8.1 Improve the City's computer transportation model and ensure it is consistent with the SCCRTC's regional transportation model.

1.8.2 Seek funding to restore the position of county bike coordinator to full-time status and/or establish a City bike coordinator position.

1.8.3 Assign a high priority to rail transit projects in local and regional transportation plans. (See policy C 5.5)

1.8.4 Implement the Congestion Management Program (CMP) level of service standards and also evaluate project recommendations in the County Regional Transportation Plan (RTP) and CMP to ensure they are consistent with City circulation and land-use objectives. (See policies under C 5.1 and Table C-21)

1.8.5 Coordinate with the Monterey Bay Unified Air Pollution Control District (MBUAPCD) on conformity issues related to level of service and local development. (See policy EQ 1.7)

1.8.5.1 Implement MBUAPCD transportation control measures (TCMs) for the 1992 AQMP including: Trip Reduction Ordinance (Employers, Schools and New Development), Commuter Transit Service, Transit Improvements/Continued Service Levels, Tourist Transit Shuttle, Traffic Signal Synchronization, Bicycle Facilities Maintenance and Construction, and Park and Ride Facility Construction.

1.8.5.2 Support, as a TCM, County-wide or air-basin-wide uniform paid parking at all major destination areas so long as fee structures do not place City businesses at a competitive disadvantage relative to other businesses in the region. Urge the air district, the County and other cities to implement such a parking management strategy.

1.8.6 Work with the TMA, schools, environmental and service organizations, the media, business, neighborhood groups, and others to support and encourage alternative transportation use, bike to work days and rideshare

awareness weeks, address local circulation and safety issues, and also to educate people about the social, environmental, and economic costs of automobile use and the availability and benefits of alternative transportation. (See policy CF 2.4)

1.8.6.1 Conduct a study to assess the real costs of auto transportation to people of Santa Cruz, including subsidies for roads and parking, safety and environmental degradation.

1.8.6.2 Bike safety programs should emphasize enforcement of traffic laws, discourage wrong-way riding, encourage the use of helmets and lights, and improve riding skills.

1.8.6.3 Provide bike maps and publicize and increase availability of the City's bike licensing program (e.g. enable bike shops to do bike registration).

1.8.6.4 Work with appropriate agencies and groups to initiate a program to provide helmets to all school children when riding bicycles.

C. PEDESTRIAN SYSTEM

The pedestrian system is an essential, "human" element of the circulation system providing City residents and visitors with a form of relaxation and recreation as well as allowing for increased mobility. Sidewalks, promenades, and hiking trails currently provide the City with a system of pedestrian walkways. However, while many residential and business areas have access to pedestrian walkways others do not also, while some pedestrian walkways may be accessible to persons with physical disabilities others may not. Developing a comprehensive, convenient, linear, accessible. and aesthetically pleasing system is a key step in promoting pedestrian travel throughout the City. See Map C-2 and Table C-3 for proposed pedestrian paths and walkways. Also see the Parks and Recreation Element policies under PR 1.4 and PR 4.2.

Lack of sidewalks, inadequate width, nonlinear curb cuts and wheelchair ramps for the physically disabled, tripping and other hazards such as street lights, utility poles and signs and the predominance, volume and speed of automobile travel on many local streets all lessen the desirability for pedestrian travel. Increased automobile speeds and mobility also affect pedestrian mobility and safety because noise and air emissions make pedestrian paths unpleasant places to walk. Areas where pedestrian travel is being inhibited must be identified and improved to encourage pedestrian travel. Additionally, road projects must be designed with the pedestrian in mind to avoid having negative impacts upon the pedestrian environment.

MAP C-2: PROPOSED PEDESTRIAN WALKWAY SYSTEM

The City of Santa Cruz, California



N

LEGEND

- CONNECTING SIDEWALKS
- PROPOSED SIDEWALKS
- PROPOSED PEDESTRIAN BRIDGES
- CONNECTING TRAILS
- PROPOSED TRAILS

Source: City of Santa Cruz Public Works Department, 1992

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Table C-3

Proposed Pedestrian Improvements

- **Beach Street** (Implement Promenade Design Plan)
- **Delaware Avenue** (Swift Street to Shaffer Road)
- **Cathcart Street** (Improve linkages between River, Pacific Avenue and Downtown Neighborhoods. See Downtown Recovery Plan)
- **Downtown/Beach Hill/Beach** (See Downtown Recovery Plan)
- **Downtown/San Lorenzo Park** (See Downtown Recovery Plan)
- **East Cliff Drive** (Cliff Drive to Cypress Avenue)
- **Escalona Drive** (Bay Street to Walnut Avenue)
- **Evergreen Street** (Coral Street to Walnut Grove)
- **Highway 9** (Encinal Street to Golf Club Drive)
- **Josephine/San Lorenzo River** (Develop a pedestrian/bike bridge as per the San Lorenzo River Design Plan)
- **La Fonda Avenue** (Oak Way to Prospect Heights)
- **Lake Avenue** (length of the Harbor)
- **LaVeaga Park Road** (Coral Avenue to Club House)
- **Market Street** (Avalon Avenue to Goss Avenue)
- **Pacific Avenue** (Implement the Streetscape Plan)
- **River Street/Highway 1** (Develop a pedestrian/bike connection to the Harvey West Area)
- **Roxas Street** (Pacheco Avenue to Trevethan)
- **San Lorenzo River/Metro Center** (Develop a pedestrian/bike bridge and linkages from the Metro Center to Broadway and eastside neighborhoods over the San Lorenzo River. See Downtown Recovery Plan.)
- **San Lorenzo River Levee** (Implement River Design Plan)
- **Spring Street** (High Street to Meadow Road)
- **West Cliff Drive Bridge** (Consider opening West Cliff Drive between Washington and Beach Streets up to bicycles and pedestrians only)

PEDESTRIAN SYSTEM
GOALS, POLICIES, AND PROGRAMS

GOAL C 2: **Develop and promote pedestrian travel as a viable transportation mode by developing and maintaining a safe, comprehensive, convenient, accessible and aesthetically pleasing pedestrian system.**

Policies and Programs:

2.1 Increase the convenience of walking by encouraging high-density development, mixed uses, and land use supportive of pedestrian travel. (See policies under L 5.3.)

2.2 Develop a Pedestrian Master Plan prioritizing development of complete, continuous and structurally adequate system of pedestrian paths and walkways taking people to destinations throughout the City. (See policy C 1.2, C 3.1.7)

2.2.1 Develop level-of-service criteria based on sidewalk widths and conditions. (See policy C 1.2.1)

2.2.2 Develop a time schedule and comprehensive funding program for the proposed pedestrian system improvements prioritizing development of pedestrian improvements to and from community facilities, mass transit stops, pedestrian activity centers such as the Beach and Downtown, and those serving the needs of the physically disabled. (See Table C-3 and Table PR-11. See also Downtown Recovery Plan and Beach Street Promenade Design Plan.)

2.2.3 Where there are proposed or existing plan lines including pedestrian paths and walkways, require developments to dedicate land for rights-of-way and require that sidewalks be added or repaired within and in the area adjacent to a new development and that new developments and land-uses also retain or replace existing access to alleyways, arcades, or similar pedestrian pathways. (See policies CD 3.7, L 5.6.1, C 1.7)

2.2.4 Maintain the Downtown Central Business District as a pedestrian oriented zone and consider the establishment of other pedestrian only or pedestrian oriented streets and areas within the City. (See policy ED 4.5, 4.7 and policies under ED 4.8)

2.2.5 Annually update a sidewalk map displaying areas with missing sidewalks and curb cuts.

2.3 Remove or reduce obstructions and sidewalk tripping hazards (including poles, signs, benches, trees and branches), ensure accessibility to the physically disabled and elderly, and improve amenities along existing and potential pedestrian paths and walkways.

2.3.1 Revise standards for sidewalk width to develop minimum widths in proportion to expected pedestrian usage, i.e. 12 feet along Pacific Avenue, 7-8 feet in the Downtown and heavier pedestrian areas, and standard minimum of five feet throughout the rest of the City.

2.3.2 Include pathways for pedestrian use through cul-de-sac and loop streets where access will encourage pedestrian travel.

2.3.3 Design and also modify intersections using striping, pedestrian crossing signs, pedestrian islands and possibly "scramble" signal phasing, to attract and not inconvenience pedestrians.

2.3.4 Design driveway access ramps to not interfere with the safe use of sidewalks. (See policies L 5.6.4, C 5.10)

2.3.5 Use standards as provided in Title 24 of the California Administrative Code, Americans with Disabilities Act, and other regulatory legislation and work with local organizations to ensure that a continuous set of access ramps and other improvements make the pedestrian system accessible to the physically disabled and elderly. Sidewalks should be a minimum of 4 feet in width with provision for safe disability travel.

2.3.6 Install greater numbers of curb cuts in areas of high pedestrian travel such as the Downtown and Beach.

2.3.7 Where feasible, require landscaping in the development, replacement and repair of sidewalks to soften the border between roads and development, working with property owners to place trees on private property and, if this is not feasible, placing tree wells on sidewalks ensuring a clearance of at least four feet from obstructions.

D. BIKE SYSTEM

The size, climate and topography of Santa Cruz make bicycling an attractive and viable form of alternative transportation. As such, it is the City's goal that bicycling become a major form of intra-city transportation. The City's bikeways provide for varying degrees of commute and recreational bike travel. A Class I Bikeway (Bike Path) provides a separated right of way for the exclusive use of bicycles and pedestrians. A Class II Bikeway (Bike Lane) provides a striped lane for one-way travel on a street or highway. A Class III Bikeway (Bike Route) provides for shared use with pedestrian or motor vehicle traffic. In 1990, the majority of bikeways in the City were Class II. See Map C-4 for the City's 1990 bikeway system.

To promote bicycling, linkages between existing and proposed City and County bikeways must be developed and improved to provide a continuous and convenient bikeway system. New streets should be designed to accommodate bicycles, the widening of existing arterial streets should be designed to include bikelanes and bikelanes should be completed and striped in specific areas, encouraging the installation of bicycle parking or lockers, the development of showers at work, and installing bicycle racks on buses and other mass transit vehicles will also work to increase the convenience and desirability bike use. (See Map C-5 and Table C-6 for Proposed Bikeway Improvements; also see Parks and Recreation Element policy under PR 4.2)

In addition to providing a comprehensive bikeway system, bicycle safety and convenience must be improved. In 1990, there were 123 bicycle accidents in the City. Common bicycle hazards include potholes, overgrown landscaping, debris, storm drain grates, and motor vehicles. Bikeway striping, loop detectors, regular street sweeping and road repair, contra-flow bike lanes, and bicycle safety programs all have the potential to improve bicycling safety.

MAP C-4: 1990 BIKEWAY SYSTEM

The City of Santa Cruz, California



N

LEGEND

- EXISTING CLASS 1 BIKE PATH
- EXISTING CLASS 2 BIKE LANE
- PACIFIC COAST BICYCLE ROUTE
- CITY LIMITS

* This map does not include class 3 bike lanes where bikes share existing traffic lanes.

Source: City of Santa Cruz
Public Works Department, 1992

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MAP C-5: PROPOSED BIKEWAY IMPROVEMENTS

The City of Santa Cruz, California



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LEGEND

PROPOSED IMPROVEMENTS (see table C-6)

CITY LIMITS

Source: City of Santa Cruz Public Works Department, 1992

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Table C-6

Proposed Bikeway Improvements

- **Bay Street** (Escalona Dr. to California St.)
- **Beach Street** (consider adding contra-flow lanes; develop a two-way coastal bike route along the beach linking West Cliff to East Cliff Dr.; bike route from West Cliff Dr. to the Wharf as per Beach Area Circulation Study; Class I bikeway to railroad bridge as per Beach Area Circulation Study)
- **Branciforte Drive** (selective shoulder improvements)
- **Broadway/Brommer** (construct a bicycle/pedestrian pathway only)
- **Broadway** (Front St. to Frederick St.)
- **Brookwood** (consider adding contra-flow lanes)
- **California Street** (Walnut to Laurel)
- **Chestnut Street** (lower Chestnut to the Beach)
- **Coral Street** (along the entire length)
- **Delaware Avenue** (Swift St. to Surfside St.; Woodrow Ave. to Columbia St.)
- **Downtown** (Reconstruct and complete bike lane network consistent with the Downtown Recovery Plan)
- **East Cliff Drive** (Stripe bike lane)
- **Frederick Street** (Broadway to Soquel Ave.; Frederick St./Santa Cruz Harbor Connection)
- **Front Street** (Class II bikeway from River St. to Transit Center as per Front St. Bikeway Study)
- **High Street** (consider adding contra-flow bike lanes from Storey and Highland; Potrero St. Connection)
- **Highway 1** (protected Class I facility)
- **Josephine Street/San Lorenzo River** (develop a pedestrian/bicycle bridge across the San Lorenzo River as per San Lorenzo River Design Plan)
- **King Street** (Mission to Bay St, remove one lane of parking.)
- **Laurel Street Ext.** (consider adding a two-way bike path connection from levee to Third as per San Lorenzo River Design Plan and Beach Area Circulation Study)
- **Laurel Street** (close bike lane gaps between Pacific and Front; King St. to California St.)
- **Market Street** (along the entire length)
- **Mission Street** (Chestnut St. to King St.)
- **Morrissey Boulevard** (add median cut for northbound to Pacheco)
- **Murray Street** (add harbor bike path connection; Class I bikeway Brook Avenue to Fairview Place)
- **North Pacific Avenue** (consider adding bike lane or contra-flow lanes)
- **Ocean Street** (Soquel to East Cliff)
- **Rail Right-Of-Way** (develop bike path along right-of-way(while ensuring the ability to develop transit)
- **River Street/Highway 1** (develop a bike/pedestrian connection to Harvey West area)
- **River Street** (close gaps in bike lane)
- **Riverside Avenue** (consider adding contra-flow bike lanes from Beach to Third)
- **San Lorenzo Railroad Bridge** (widen for bike travel as per San Lorenzo River Design Plan)
- **San Lorenzo River Levee** (improve Class I along the west bank from Riverside to Broadway and Highway 1 to Sycamore Grove and east bank from Soquel Ave. to San Lorenzo Park as per the San Lorenzo River Design Plan)
- **Seabright Avenue** (Murray St. to Water St.)
- **Soquel Avenue** (Ocean St. to City limits)
- **South Branciforte Avenue** (Buena Vista Connection)
- **West Cliff Drive Bridge** (consider opening to Washington and Beach Street, bike/pedestrian use only)
- **West Cliff Drive/Downtown** (provide a continuous bicycle/roller skate/skateboard path from West Cliff to Downtown via Beach Street and the San Lorenzo River levee)

GOAL C 3: Develop a safe, convenient and effective bikeway system that promotes bicycle travel as a viable transportation mode and connects work, shopping, schools, residential and recreational areas.

Policies and Programs:

3.1 Develop a Bike Master Plan to provide a comprehensive and safe bikeway system linking existing and proposed routes in the City and County. (See policy C 1.2)

3.1.1 Work with the SCCRTC to develop a level-of-service criteria for bike lanes based on ease of flow and safety. (See policy C 1.2.1)

3.1.2 Develop a time schedule and comprehensive funding program for the proposed bike system improvements and prioritize the development of bike lanes on arterial streets, collector streets and in already-adopted City plans including the East-West Bicycle Task Force Final Report and the Regional Transportation Plan. (See Map C-5 and Table C-6.)

3.1.3 Where proposed or existing plan lines include bikeways, require new developments to dedicate land for rights-of-way and require that facilities for safe bicycle travel, including bike lanes where possible, be provided for as part of new development near existing bikepaths and construction or improvements to all major collector and arterial roadways. (See policies L 5.6 and C 1.7)

3.1.4 Work to install contraflow bike lanes on one-way streets where significant bicycle traffic is expected and safety measures are in place. Establish a demonstration project with a contraflow bike lane on an experimental basis.

3.1.5 Study, and if feasible develop bike commute routes along railroad rights-of-way (while ensuring the ability to develop rail transit), West Cliff Drive, Broadway, King and other streets to encourage biking by commuters, residents and tourists.

3.1.6 Investigate the feasibility of street closings for "bikes, pedestrians, skaters only days" for West Cliff Dr., Pacific Ave, and other City streets. (See last bullet under PR 1.7.6.)

3.2 Remove barriers and hazards along existing and potential bikeways to enhance bicycle travel and reduce the number of accidents involving bicycles.

3.2.1 Include pathways for bicycle use through cul-de-sac and loop streets. Areas needing cut-throughs include the end of Spring Street, Holway Drive and Grandview Street.

3.2.2 Work to limit on-street parking where it interferes with the safe passage of bicycles. Study the development of parking alternatives (such as removal of parking from one side of the street) and off-street parking facilities prior to the removal of any on-street spaces for parking.

3.2.3 Identify signalized intersections needing bicycle detection systems (e.g., Bay Street from High to Mission Streets) and install them with appropriate markings. Where feasible, adjust existing loop detectors to be sensitive to bicycles.

3.2.4 Ensure that traffic diverters, chokers and railroad crossings do not impede bicycle travel by allowing bicycles to travel through diverters and islands, (e.g. Water Street at May Street; Morrissey Blvd at Pacheco Ave) retrofitting railroad crossings, and designing and implementing intersection improvements that will facilitate bike travel.

3.2.5 Develop a program to provide regular sweeping, pavement repairs, striping, and signs along bike routes and coordinate activities with the SCCRTC Bikeway Hazard Program. (See policy C 5.9.3, C 5.9.5)

- Require that bikeways and road shoulders be maintained in the best possible condition during construction and that damage is promptly repaired and hazards removed.

3.3 Prioritize the development of Class II bikeways and construct and mark bikeways in conformance with state standards as outlined in Caltrans' bikeway planning and design criteria and waiving normally accepted bike standards only when space constraints exist and bike lanes can be accommodated without interfering with bicycle safety.

3.4 Existing or newly constructed bikeways shall not be removed or closed to increase automobile capacity, even on a temporary basis, unless a detour is provided.

3.5 Revise the Zoning Ordinance and parking district requirements to require secure, covered bicycle parking and/or storage lockers at private and public facilities including but not limited to multi-family developments (10+ units), employment centers with over 50 employees, schools, park and ride lots, recreational areas, mass transit centers, bus stops, and movie theaters. Provide design guidelines for safe and secure bicycle parking and promote bicycle access for special events. (See policies C 1.7, PR 1.7.1.5)

3.5.1 Continue the program to install bicycle parking on City-owned property at or near high demand areas.

3.6 Work with schools and UCSC to develop a program to improve their biking potential through the development of bike lanes, secure and covered bike parking, and the provision for bikes on buses and shuttles.

E. MASS TRANSIT

1. Bus and Paratransit Services

Regularly scheduled bus and shuttle services are provided by the Santa Cruz Metropolitan Transit District (SCMTD), Greyhound Bus Lines, Peerless Stages and Santa Cruz Transportation (SCT). Since 1985, funding reductions for public transit services have caused these agencies to reduce their services and unless funding sources are improved, they cannot be expected to carry an increasing share of transportation needs. See Table C-7 for the decline in transit ridership.

Table C-7

Transit District Ridership

1980	1985	1990
6,084,917	8,659,465	6,290,672

Source: Santa Cruz Metropolitan Transit District

SCMTD provides the most extensive, year-round bus service in both the City and County with major depots at the Metro Center in Downtown Santa Cruz and Capitola Mall. During the summer weekends between Memorial and Labor Day, the City contracts with SCMTD to operate a Weekend Beach Shuttle from park-and-ride lots at the County Government Center and River Street Garage to the Beach area. Additionally, SCMTD cooperates with the Santa Clara County Transit District to offer a Highway 17 Express bus service for commuters between Santa Cruz and Downtown San Jose and also the Cal-Train connector between the Metro Center and Amtrack station in San Jose.

In 1990, SCMTD operated 103 buses and had an annual ridership of 6.8 million riders. However, due to funding short falls, route changes were implemented in December 1990 resulting in a 28% reduction of services. (See Map C-8 for Existing City Bus Transit Routes and Map C-9, Existing County-Wide Bus Transit System.) SCMTD has planned for limited service improvements through at least 1995 in its Short Range Transit Plan (SRTP). Improvements include: expanding the Highway 17 Express service and possibly developing a connection to BART, expanding night-time shuttle services at UCSC, implementing a commuter express service to employment centers, and considering development of a subscription jitney service for residents. The need for more efficient transit vehicles and an improved frequency standard for bus services are also being considered. The City will encourage SCMTD to improve headways and routes, connect to commute destinations in the City and also provide for bicycles on buses (especially to UCSC).

Greyhound Bus Lines and Peerless Stages offer regularly scheduled bus services from their joint Santa Cruz Depot adjacent to the Metro Center in the Downtown. Greyhound buses run from Santa Cruz to San Francisco and Los Angeles and Peerless Stages buses run between Santa Cruz and Oakland on weekdays and weekends. Santa Cruz Transportation (SCT) provides a number of regularly scheduled transit services including the Santa Cruz Airporter that runs daily between Santa Cruz County and the San Francisco and San Jose international airports.

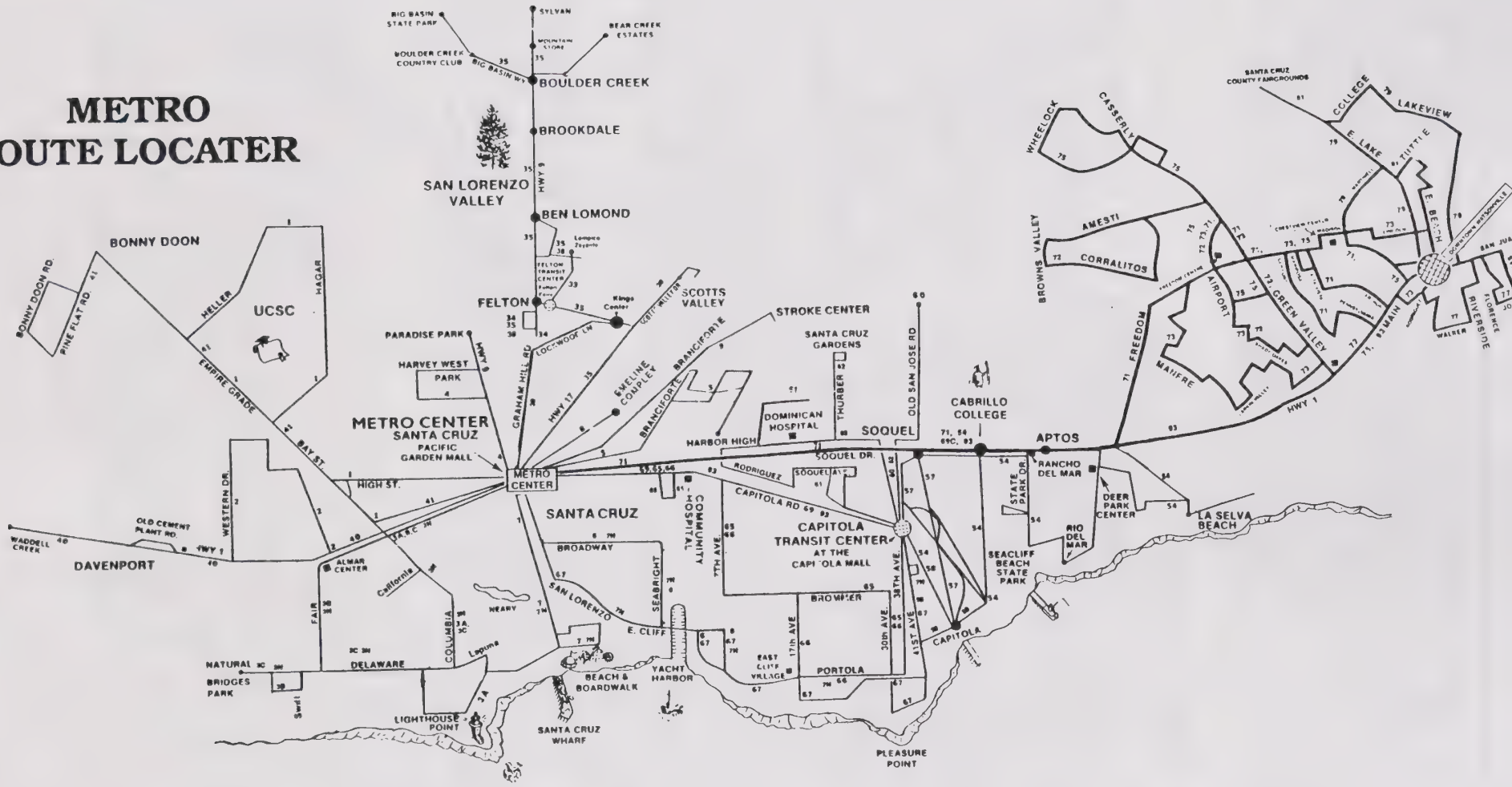
MAP C-8: CITY BUS TRANSIT SYSTEM ROUTES

The City of Santa Cruz, California



Source: *Headways,* S.C.M.T.D., 1992.

METRO ROUTE LOCATER



INDICATES TRANSIT CENTER

METRO

This schematic map is a general guide to the transit system serving Santa Cruz County.

In addition to the regularly scheduled bus services, paratransit services provide non-scheduled demand responsive bus and shuttle service for City and County residents, especially senior and disabled riders. Paratransit services are provided by SCMTD (through Food and Nutrition Services Lift Line), Yellow Cab, Food and Nutrition Services Lift Line, Care-A-Van and other private providers. Yellow Cab provides taxi services, the Lift Line and the Volunteer Center of Santa Cruz County services offer seniors and disabled riders seven day transportation for medical appointments, grocery shopping and social services, and Care-A-Van provides daily on-call transportation for senior and disabled riders.

2. Rail Transit/Fixed Guideways

The City is focusing greater attention on the potential of rail or other "fixed guideway" transit systems (monorail, soulee, cable systems or other technologies) to address its circulation needs. Developing a fixed guideway system that is well integrated with the bus system is attractive for a number of reasons including: it would utilize its own right-of-way and would not compete with automobile traffic or burden the existing road system; it can provide greater frequency of service and attract greater ridership than buses alone; it represents a significant potential for economic development and revitalization, and may attract private investment capital for that reason; it can be intensified without burdening the road system and without adding full labor costs with each new vehicle; and it can allow more coherent and effective coordination of land use and circulation planning and can also provide transportation in areas that would be difficult to service by roadways alone.

Two rail lines traverse the City and are operated by Southern Pacific Transportation Company and Santa Cruz, Big Trees, and Pacific Railway Company. The Southern Pacific rail line runs between Davenport and Watsonville parallel to the coastline and is currently used for limited freight service. The Big Trees line runs between the Boardwalk and Roaring Camp in Felton carrying tourist traffic during the summer, weekends and holidays. See Map C-10 for the railway system within the City.

Two studies, a Fixed Guideway Urban Corridor Joint Development Study and a Suburban Corridor Study, developed by SCMTD in coordination with the SCCRTC, analyze the feasibility of developing various types of passenger rail transit or fixed guideway systems along various corridors including: the Highway 1/Mid County (Davenport to Watsonville) Corridor, Santa Cruz Beach/Downtown/UCSC Corridor, and the Felton and Natural Bridges/Downtown Corridors.

The urban corridor study, focusing on the UCSC-Downtown-Beach corridor, concluded that "the fixed guideway alternatives could attract as many as 85% more transit users than would be attracted to an enhanced bus system".[20] The suburban corridor study concluded that there was significant ridership potential for a county-wide rail system based upon utilizing the 36 miles of existing SP railroad track in Santa Cruz County. It also projected a 15 to 20 percent ridership increase. Neither study accounted for likely effects of increased automobile disincentive measures, such as Trip Reduction Ordinances or Parking Management, on ridership. In its Integrated Fixed Guideway Study, SCCRTC is analyzing the fixed guideway for the UCSC-Santa Cruz-Watsonville Corridor as well as linkages from the Downtown to Natural Bridges. The SCCRTC is also pursuing public purchase of rail rights-of-way in the County.

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[20]Santa Cruz Fixed Guideway Project, Urban Corridor Planning Study, April 1989 Final Report.

MAP C-10: RAILWAY SYSTEM

The City of Santa Cruz, California



LEGEND

+++ RAILROAD TRACK

Source: City of Santa Cruz Planning Dept.

GOAL C 4: Aggressively pursue development of a comprehensive and integrated mass transit system including buses, paratransit and rail transit/fixed guideways to provide increased mobility in the community.

Policies and Programs:

4.1 Work with SCMTD to develop a Mass Transit Master Plan to maintain a transit level of service standard and increase ridership by up-grading services and expanding routes, especially for commuters.

4.1.1 Develop level of service standards for mass transit, including but not limited to criteria for farebox cost, recovery, frequency, proximity to workplace and residence, and loading factor.

4.1.2 Pursue passenger rail transit on the Southern Pacific Right-of-Way corridor by 1997 and fixed guideway between UCSC and Santa Cruz by 2000.

4.1.2.1 Consider the need for shuttle linkages between UCSC and rail services at Bay and California and also connecting with rail/fixed guideway service in the Sashmill-Harvey West area.

4.1.2.2 Develop rail/fixed guideway service at major destinations and areas of growth, including North River, South of Laurel, Downtown, Harvey West and Natural Bridges Industrial Parks, Westside Lands, and UCSC.

4.1.3 Maintain existing and expand bus services along major commute corridors and to major destinations such as UCSC, Downtown to Beach, Harvey West and Natural Bridges Industrial Parks, Delaveaga/Prospect Heights/Harvey West areas to Downtown, Santa Cruz-Live Oak, Santa Cruz-Santa Clara County, along coastal routes, and to any future fixed guideway systems. (See policy C 6.5.3, C 6.5.4)

4.1.3.1 Develop express bus systems along major commute corridors to minimize the number of stops and encourage commuter bus travel to and from major destinations.

4.1.4 Encourage demand-responsive bus and taxi services to serve residents, especially the elderly and physically disabled, for evenings and weekends when fixed route service is reduced.

4.1.5 Encourage the use of smaller, fuel-efficient jitney-type buses for more localized bus routes.

4.1.6 Examine the feasibility of developing bus preemption of traffic signals and/or dedicated travel lanes.

4.2 Protect existing and potential railroad lines and rights-of-way from land uses that would prevent the development of rail or fixed guideway services or other transportation related uses in the future and require developments near existing and potential rights-of-way to dedicate locations for future passenger stations and mitigate for noise and views in preparation for future transit. (See policy L 5.5, C 1.7, H 5.3.1)

4.3 Work to increase the use of the rail transit as a means to distribute commodities to and from the City.

4.4 Work with local agencies and developers to develop shuttle programs serving Beach, Wharf and Downtown visitors, designate permanent lots from which shuttles run, dedicate travel lanes for shuttle use, and increase publicity, frequency of service and competitive pricing necessary to attract riders. (See policies under L 2.2.1, ED 5.6)

4.4.1 In coordination with the SCCRTC Fixed Guideway/Rail Project, consider developing a rail shuttle demonstration project to the beach, with remote parking in the Harvey West/Sashmill area, and an aggressive sign and information program, in advance of a more comprehensive passenger rail system.

4.4.2 Consider developing a rail spur to the Metro Center, County Building and other Downtown Areas to serve Beach and Downtown visitors.

4.4.3 Continue and improve the Beach and Wharf bus shuttles to enhance their appeal and utility to visitors and develop a Downtown/Beach bus shuttle by 1993 along the route of the trolley proposed in the Downtown Recovery Plan.

4.4.4 Work to develop weekend/summer shuttle service along the coastline and to specific beaches and destinations such as Seabright, Boardwalk, Santa Cruz Yacht Harbor, Natural Bridges, and Lighthouse Point as well as developing weekend/summer bus service from Santa Clara Valley to Santa Clara. (See policy ED 5.6.5)

4.4.5 Analyze the costs and benefits of replacing portions of beach area parking with expanded parking and shuttle services at the

County building, Downtown, South of Laurel, and the Harvey West-Sashmill area. (See policies C 6.4.2.7 and C 6.5.2)

4.5 Ensure that transit centers and major stops are conveniently located, accessible to the physically disabled and elderly, well-lighted, protected from the elements, and designed and located to make it easier for patrons to make transfers.

4.5.1 Maintain a transit center in the Downtown to serve both local and long distance travelers.

4.5.2 Require large commercial and residential (25+ units) developments and developments along arterials to provide adequate and accessible bus shelters, including adequate curb cuts leading to the shelter and destination and loading platforms. (See policy C 1.7)

F. ROAD SYSTEM

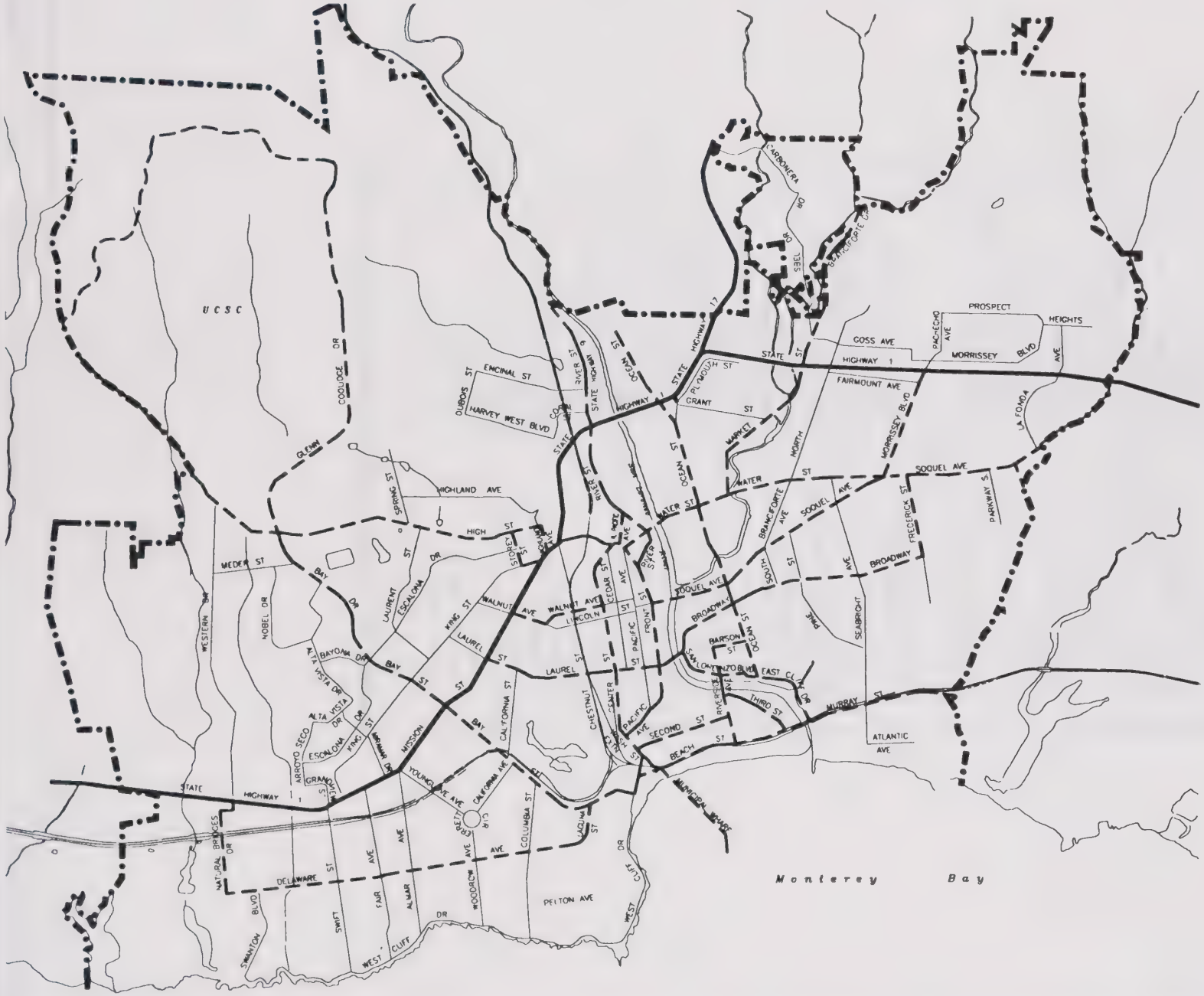
1. Street Classifications and Standards

The City's road system consists of arterial highways and streets, collector streets and local streets. These streets have different transportation functions, although overlaps in use and traffic levels do occur, and are classified in terms of access, mobility, design and use. (See Map C-11, Tables C-12 and C-13.) Additionally, a set of visitor/coastal access and truck routes have been designated to facilitate the movement of visitor traffic and commodities. (See Map C-15 and C-16.)

Arterial highways and streets carry the City's heaviest traffic flows and provide regional and inter-community access. Arterial highways include Highways 1, 17 and 9. Major arterial streets in the City include: Ocean Street, the primary north-south arterial street and Mission Street, Water Street and Soquel Avenue, the primary west-east arterial streets. All of the City's arterial highways and five arterial streets have been designated as County-wide Congestion Management roads. (See Map C-17 and Table C-14.)

MAP C-11: FUNCTIONAL CLASSIFICATION OF STREETS

The City of Santa Cruz, California



N

LEGEND

- ARTERIAL HIGHWAY
- ARTERIAL STREET
- COLLECTOR STREET
- CITY LIMITS

Source: City of Santa Cruz
Public Works Department, 1992

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Table C-12

1992 Functional Classification of Streets

Arterial Highways:

- Highway 1 (Mission Street and freeway portions)
- Highway 9
- Highway 17

Arterial Streets:

- Barson Street
- Bay Street-Drive
- Beach Street
- Branciforte Drive
- Broadway Avenue
- Center Street
- Delaware Avenue
- East Cliff Drive
- Frederick Street (portion)
- Front Street
- Glen Coolidge Drive
- High Street
- Highland Avenue (portion)
- Laguna Street
- Laurel Street
- Market Street
- Morrissey Boulevard (portion)
- Murray Street
- Natural Bridges Drive
- North Pacific Avenue
- Ocean Street
- River Street
- Riverside Avenue
- San Lorenzo Boulevard
- Seabright Avenue
- Soquel Avenue
- Storey Street
- Third Street (portion)
- Walnut Avenue (portion)
- Washington St. Ext. (portion)
- Water Street

Collector Streets:

- Almar Avenue
- Alta Vista Drive
- Arroyo Seco
- Bayona Drive
- Cabonera Drive
- California Street
- California Avenue
- Chestnut Street
- Coral Street
- Columbia Street
- Dubois Street
- Elk Street
- Encinal Street
- Errett Circle
- Escalona Drive
- Fair Avenue
- Fairmont Street
- Frederick Street (portion)
- Goss Avenue
- Grandview Street
- Grant Street
- Harvey West Avenue
- Highland Avenue
- Highland Avenue (portion)
- Isabel Drive
- King Street
- La Fonda Avenue
- Laurel Street (portion)
- Laurent Street
- Lincoln Street
- Meder Street
- Miramar Drive
- Morrissey Boulevard (portion)
- Nobel Drive
- North Branciforte Avenue
- Pacheco Avenue
- Pacific Avenue (portion)
- Pine Street
- Prospect Heights
- Rooney Street
- South Branciforte Avenue
- Spring Street
- Swanton Boulevard
- Swift Street
- Walnut Avenue (portion)
- West Cliff Drive
- Western Drive
- Woodrow Avenue
- Younglove Avenue

Source: City of Santa Cruz Public Works Dept., 1992

Table C-13

Typical Roadway Capacities

Roadway Type	Per Lane Per Hour	Two-Way Average Daily Traffic[1]
Two-lane local streets[2]	-	500
Two-lane local collector streets[2]	-	2,000 - 9,000
Two-lane arterial streets	850	15,000
Four-lane arterial streets	750	30,000
Six-lane arterial streets	750	45,000
Six-lane freeway	2,000	120,000

[1] Values based on average daily traffic are volumes based on typical traffic conditions rather than a true physical roadway capacity.

[2] Values are based on the "Environmental Capacity" of residential streets under typical conditions.

Table C-14

City of Santa Cruz

Congestion Management Roadways

- State Highways 1, 17 and 9
- Bay Street — between High Street and State Route 1
- River Street — between State Route 1 and Water Street
- Ocean Street — between State Route 1 and San Lorenzo/East Cliff Drive
- Water Street — between State Route 1 and Soquel Avenue
- Soquel Avenue — between Front Street and State Route 1

Source: 1992 Santa Cruz County Congestion Management Plan

MAP C-15: VISITOR/COASTAL ACCESS ROUTES

The City of Santa Cruz, California

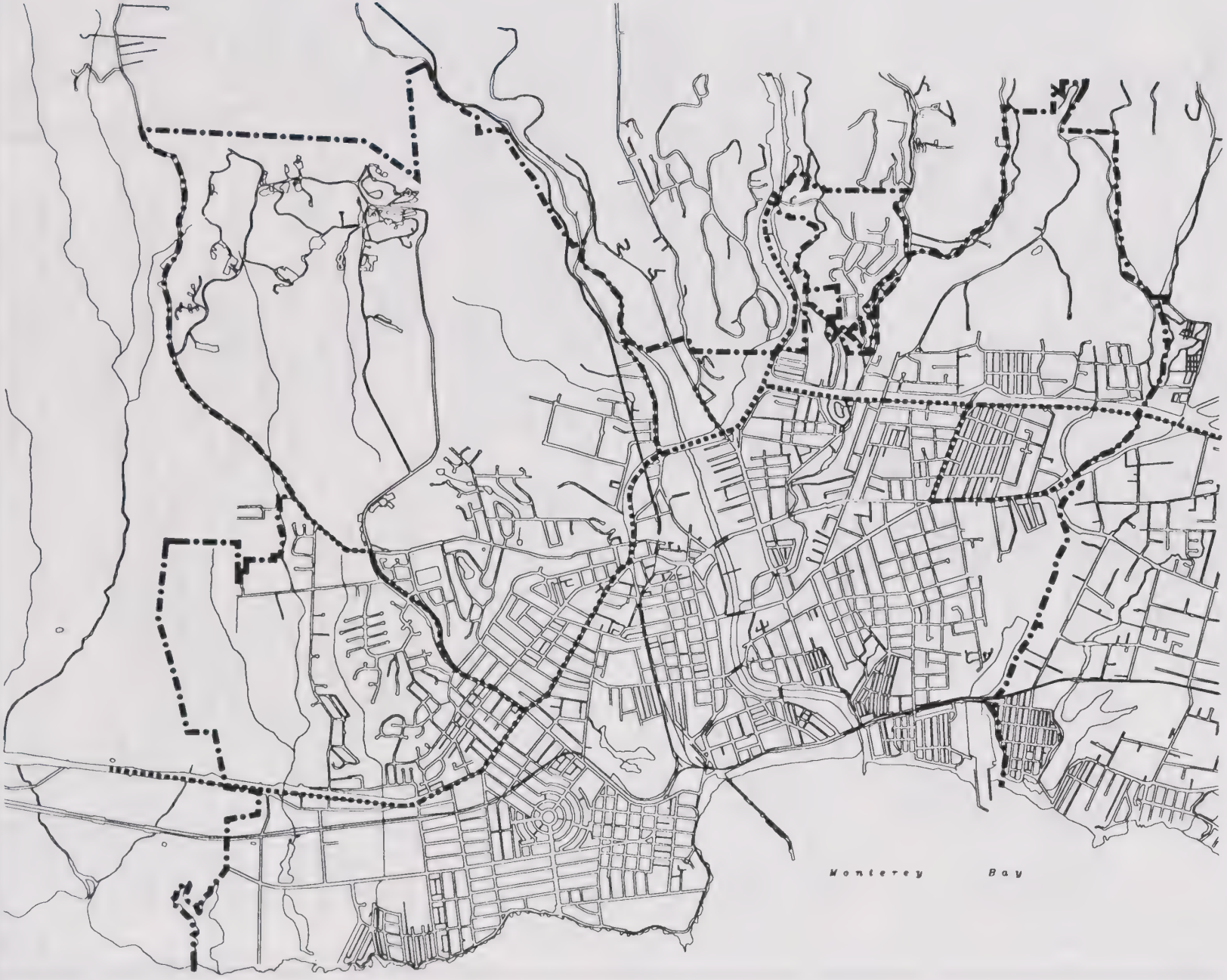


Source: City of Santa Cruz Planning Department, 1992

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MAP C-16: TRUCK ROUTE SYSTEM

The City of Santa Cruz, California



N

LEGEND

TRUCK ROUTE

CITY LIMITS

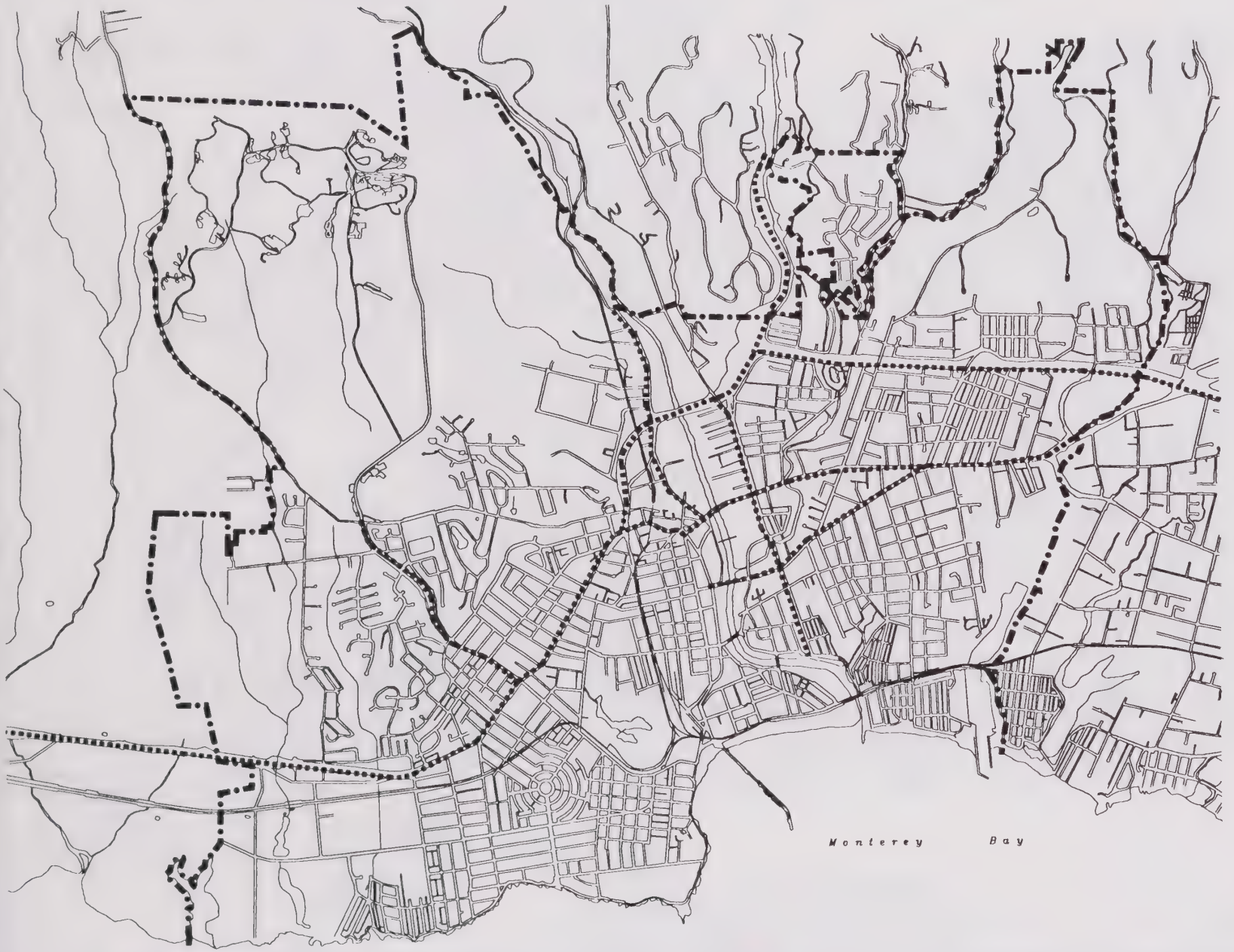
Source: City of Santa Cruz Department of Public Works, 1992

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MAP C-17: CONGESTION MANAGEMENT PROGRAM ROADWAYS

The City of Santa Cruz, California



Source: City of Santa Cruz Department of Public Works, 1992

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Collector streets provide circulation within and between neighborhoods and commercial and industrial areas. Collectors usually serve relatively short trips and are meant to collect traffic from local streets and distribute them to the arterial network. Local streets provide direct access to abutting land-uses, collectors or arterials. They offer the lowest level of mobility and usually carry no bus routes.

Visitor/coastal access routes are intended to be inviting to visitors and to provide convenient, clear access to and from visitor and coastal destinations. Truck routes are intended to channel trucks through the community away from residential and other areas where they would be a nuisance.

2. Existing Traffic Conditions

Traffic conditions are measured by average daily traffic (ADT), peak hour volumes, and level of service (LOS). Average daily traffic is the total number of cars passing over a segment of the roadway, in both directions, on an average day. Peak hour volumes are the total number of cars passing over a roadway segment during the peak hour of the morning (7:30 a.m. to 8:30 a.m.) and afternoon (4:30 p.m. to 5:30 p.m.). Level of service is a measure of roadway congestion in terms of delays at signalized intersections. Traffic flows are almost always controlled by the volume and capacity of the nearest intersection. (See Table C-18.)

Other than the freeway portion of Highways 1 and 17, Mission Street between Chestnut and Bay Streets carries the heaviest traffic flow. In 1990, it had a peak month average daily traffic of 53,000 vehicles per day and peak hour traffic volume of 5,700 vehicles per hour. Other arterial streets carrying heavy traffic include segments of: Ocean Street, Soquel Avenue, Water Street, Murray Street, Broadway, Laurel Street, and Morrissey Boulevard.

During the weekends and holidays, Ocean Street, Riverside Avenue, Beach Street, and Third Street experience heavy visitor traffic.

In 1990, the signalized intersection experiencing the worst delay was at Highway 1-Highway 9-River Street which was operating at LOS E. Other intersections experiencing delays at LOS D included: Highway 1-Mission Street-Chestnut Street, Mission Street-King Street, and Water Street-Front Street-North Pacific Avenue. See Map C-19 for Intersection Level of Service in 1989, and Map C-20 for projected intersection level of service in 2005.

In 1990, 1,231 collisions were reported. Of these, three were fatal and 414 were injury accidents, 814 were property damage only and 10% of all collisions involved bicycles. The primary collision factors were automobile right-of-way, following too closely, unsafe speed, and improper turning. To improve traffic safety, the City triennially identifies high collision locations and recommends necessary improvements. Through traffic and speeding in residential neighborhoods are also a problem. In neighborhoods where these problems exist, traffic control devices (such as median barriers, traffic circles, cul-de-sacs, channelization, turn prohibitions, diverters, one-way streets, and chokers) may be used to divert traffic back to arterial and collector streets. A 1991 traffic survey indicated that while speed limits are typically posted for 25 miles per hour, many streets cannot be enforced at that speed limit unless traffic control devices are installed, because prevailing speeds exceed the limit.

Table C-18

Levels of Service for Intersections

Level of Service	Type of Flow	Delay	Maneuverability	V/C Ratio*
A	Stable Flow	Very slight or no delay. If signalized, conditions are such that no approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.	Turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60
B	Stable Flow	Slight delay. If signalized, an occasional approach phase is fully utilized.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	0.61-0.70
C	Stable Flow	Acceptable delay. If signalized, a few drivers arriving at the end of a queue may occasionally have to wait through one signal cycle.	Back-ups may develop behind turning vehicles. Most drivers fees somewhat restricted.	0.71-0.80
D	Approaching Unstable Flow	Tolerable delay. Delays may be substantial during short periods, but excessive back-ups do not occur.	Maneuverability is severely limited during short periods due to temporary back-ups.	0.81-0.90
E	Unstable Flow	Intolerable delay. Delay may be great—up to several signal cycles.	There are typically long queues of vehicles waiting upstream of the intersection.	0.91-1.00
F	Forced Flow	Excessive delay.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	Varies*

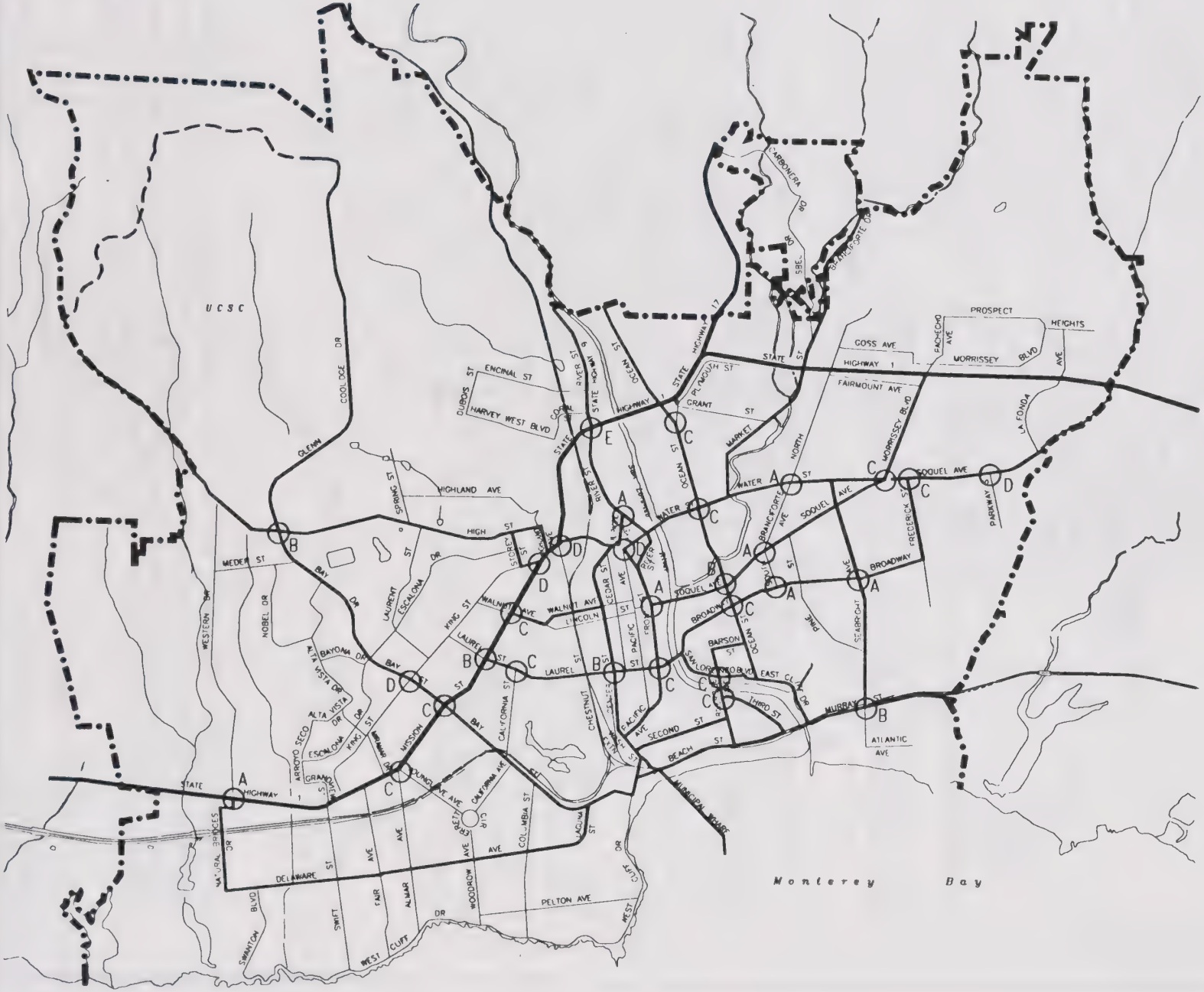
* In general, V/C ratios cannot be greater than 1.00, unless the lane capacity assumptions are too low. Also, if future demand projections are considered for analytical purposes, a ratio grater than 1.00 might be obtained, indicating that the projected demand would exceed the capacity.

References:

- Highway Capacity Manual, Special Report No. 209, Transportation Research Board, 1985.
- Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965.
- TJKM

MAP C-19: INTERSECTION LEVELS OF SERVICE (1989)

The City of Santa Cruz, California



N

LEGEND

- SIGNALIZED INTERSECTION
- CITY LIMITS

Source: City of Santa Cruz Department of Public Works

0 1000 FEET

MAP C-20: INTERSECTION LEVELS OF SERVICE IN 2005 (NO IMPROVEMENTS)

The City of Santa Cruz, California



3. Future Traffic Conditions and Road Projects

Table C-21

CMP LOS Standards for City Intersections

Roadway Intersection	CMP Los Standard
Bay Dr. and Mission St.	D
Mission St. and Chestnut St.Ext/Highway 1	F
Highway 1 and River St/Highway 9	F
Water St. and River St.	D
Water St. and Ocean St.	F
Soquel Ave. and Ocean St.	F
Soquel Ave./Water St./Morrissey Blvd.	E
Soquel Ave. and Capitola Road	D
Ocean St. at Plymouth St.	F
Ocean St. Ext. and Highway 1	D

Source: 1992 Santa Cruz County Congestion Management Plan

Traffic levels causing congestion, delays or impacting residential neighborhoods indicate a need to improve traffic flows either by reducing automobile trips, improving road operations, or expanding the capacity of the road system. When traffic levels cause arterial street intersections to operate at LOS E or below for the CMP intersections designated in Table C-21, **deficiency plans** will be prepared outlining alternative transportation improvements, TSM measures, road improvements in existing right of ways or widening/expansions that might improve traffic flows. Measures to protect adjacent neighborhoods from undue spillover will also be considered.[21]

The City's goal is to improve traffic flows using alternative transportation improvements and TSM programs to promote alternative modes of travel and improve the operation of the existing road system. As a result, deficiency plans will prioritize alternative transportation and TSM projects and rely on road widening/expansions as a last resort. The City shall also prioritize the development of rail transit and improved bus transit efficiency prior to consideration of road widening and HOV projects that are not accepted as baseline projects.

A set of baseline road projects have been identified as necessary to keep the City's road system operating at an acceptable level of service. Baseline road projects are broken down into two categories: 1) funded and approved, and 2) no funding or approval. While the City will go ahead with funded and approved baseline projects, those that are not yet funded or approved must be brought before the City Council for public review and approval before planning and implementation can take place. See Map C-22 and Table C-23 for baseline road projects.

[21] Road improvements are meant to indicate any type of road project that is not a traffic operations improvement (traffic signal optimization, restricting parking hours) and is not a full scale road widening/expansion project. Road improvements are smaller-scale capacity improvements that occur in existing right-of ways and include reconfiguring intersections, removal of parking and addition of a new travel lane, left- and right-turn lanes, and some minor right-of-way acquisitions.

MAP C-22: BASELINE ROADWAY PROJECTS

The City of Santa Cruz, California



N

LEGEND

- FUNDED AND APPROVED PROJECTS
- NOT FUNDED AND NOT APPROVED PROJECTS
- INTERSECTION IMPROVEMENTS
- CITY LIMITS

Source: City of Santa Cruz Public Works Department, 1992

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Table C-23

Baseline Roadway Projects

Funded and Approved

Beach Area Traffic Improvements — Interim Scenario as described in DKS Beach Area Transportation Study, including rerouting of traffic on Beach Street, Riverside Avenue, Third Street, and Barson Street, but not including the Ocean Street Bridge. (1991-92)

Harvey West Area Traffic Improvements (Highway 9) — Highway 1 to Encinal Street — provide four to six through lanes plus left turns at Encinal and Fern Streets where traffic signals would be installed. (1992-93)

Mission Street Widening (Highway 1) — Highland Avenue to Fair Avenue — four through lanes and protected left turns at all signalized intersections. (1992-93)

Not Funded and Not Approved[1]

Ocean Street Widening — Soquel Avenue to East Cliff Drive — widen for left-turn lanes, median, and bicycle lanes.

River Street Widening — Highway 1 to Water Street — four through lanes, bike lanes, median; or four through lanes, bike lanes, 2-way left turn lane; or two through lanes, bike lanes, 2-way left turn lane. (1996-97)

Soquel Avenue Corridor Improvements — Four through lanes between Morrissey Boulevard and Capitola Road, with protected left turns at signalized intersections; protected left turns at Branciforte Avenue.

Highway 1/9 Interchange.

[1] The City will pursue funding of these projects, however before commencement of project development it must be brought to the City Council for public review and approval.

To identify potential road projects, an Arterial Streets Master Plan Study (ASMPS) was prepared to analyze projected traffic conditions and growth through 2005.[22] The ASMPS identified problem areas in the City's road system and developed a basis for identifying alternative transportation, TSM and/or road projects that may be necessary to reduce traffic congestion on arterial streets. Assuming no road projects beyond baseline, the ASMPS projected that 20 of 37 signalized intersections would operate at LOS E or F by 2005 and that arterial streets would be severely congested due to traffic growth. To achieve a

[22] The projections of future traffic on City streets were based on 1988 traffic volumes (as measured by 24-hour traffic counts and p.m. peak-hour turn-movement counts). These data projected the future traffic volumes based on a consideration of regional growth projections, trends in driving patterns and development potential in the City.

Three types of traffic growth rates projecting future increases in traffic on City streets and State highways regardless of new development in the City were used. The first growth rate was related to regional growth and projected at 1.01% per year. The second, background growth rate, related to the historical increase in traffic due increased driving per capita by City residents and was set at 0.76% annually. The third growth rate affecting only traffic on State highways was set at 2.80% annually.

In addition to these growth rates, a set of baseline road project and operational improvements were assumed, traffic volumes were determined for a set of land use alternatives (including UCSC meeting its on-campus housing goals and development of the City's target areas for residential, commercial and industrial development) and a 15% reduction in increased vehicle trips due to TSM measures for the City as a whole (including UCSC) and assumes a 40% TSM rate at the University by 2005. In 1992 UCSC had a TSM rate of 53.8%.

minimum LOS D at deficient intersections, the ASMPS proposed a set of potential arterial street projects. See Table C-24 for potential ASMPS arterial street projects. The ASMPS assumes that the number of vehicle trips will continue to increase and through Alternative E also suggests actions that must be taken to hold the number of vehicle trips to 1991 volumes in order to avoid implementing the ASMPS set of potential arterial street projects.

Table C-24

ASMPS Potential Roadway Projects

- Widening of Laurel Street (Mission to Front Street)*
- Widening of Broadway (San Lorenzo Boulevard to Frederick Street)*
- Widening of Front Street (Laurel Street to River Street)*
- Widening of Bay Street (Mission Street to King Street)*
- Widening of High Street (Laurel Street to Storey Street)*
- Widening of Soquel Avenue (Morrissey Avenue to Capitola Road)*
- Widening of Murray Street (Seabright Avenue to bridge)*
- Construct of a second Murray Street Bridge over the Yacht Harbor
- Construction of Highway 1/Mission/Chestnut Grade Separation
- Construction of Ocean Street Bridge
- Construction of Eastern Access
- Widening of Highway 9 (Highway 1 to Golf Club Drive)*

* Four lanes plus bike lanes.

** The 1987 Beach Area Transportation Study had identified the Ocean Street Bridge as a transportation improvement project. The Bridge was included as an arterial street improvement; although it would serve primarily tourist traffic.

The projections of future traffic on City streets were based on 1988 traffic volumes (as measured by 24-hour traffic counts and p.m. peak-hour turn-movement counts). This data projected the future traffic volumes based on a consideration of regional growth projections, trends in driving patterns and development potential in the City.

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In addition to the ASMPS' set of potential arterial street projects, Caltrans is examining several highway projects including: widening Highway 1 from the Highway 1/17 Interchange to Rio Del Mar from four to six or eight lanes with carpool or HOV lanes during the peak

periods; widening Highway 17 from the Highway 1/17 Interchange to Mount Hermon Road from six to eight lanes with carpool or HOV lanes during peak periods; and lastly, constructing an interchange at the intersection of Highway 1 and Highway 9. These projects are not currently included in the State Transportation Improvement Projects (STIP) list and may not be funded within the time frame of this document.

ROAD SYSTEM
GOALS, POLICIES, AND PROGRAMS

GOAL C 5: Maximize the efficiency and safety of the existing road system while ensuring that it accommodates all modes of travel, operates at an acceptable level of service, and is not expanded unnecessarily.

Policies and Programs:

5.1 Strive to maintain congestion management corridors and arterial highway/street intersections at an acceptable level of service. (See Tables C-19 and C-20.)

5.1.1 Establish arterial level of service (LOS) goals for intersections that reflect more than congestion at peak travel hours, do not discourage intensification of land uses in the Central Core, and promote the use of alternative transportation.

5.1.2 Strive to maintain all congestion management intersections at an LOS of not less than D with the exception of the CMP LOS standards in Table C-21.

5.1.3 Strive to maintain level of service goals by improving the utilization of the existing road system and alternative transportation without major widening whenever possible.

5.2 Develop deficiency plans and monitoring programs when congestion management corridors and arterial street intersections reach LOS E.

5.2.1 Utilize the Integrated Pedestrian, Bike, Mass Transit, Arterial Streets Master Plan studies, and Triennial Traffic Report to identify areas where major deficiencies are projected.

5.2.2 Outline alternative transportation improvements, TSM strategies, road improvements and widening/expansion projects that can achieve an acceptable level of service and prioritize alternative transportation improvements and TSM strategies over road improvement and widening/expansion projects.

5.2.3 Analyze the origin/destination of vehicles to identify potentially effective alternative transportation improvements.

5.2.4 Monitor deficient intersections and the success of alternative transportation improvements, TSM strategies, and amount of arterial spillover into neighborhoods, and adjust these strategies and proposed mitigations, as traffic volumes and collision data warrant.

5.2.4.1 Evaluate road projects in terms of cost, neighborhood impacts, economic viability, safety, air quality and other environmental impacts, and the community's willingness to implement more stringent TSM strategies to reduce the need for a project.

5.3 Develop plan lines, program and construct funded and approved baseline road projects and pursue funding options on the non-funded and non-approved baseline projects commencing project development only after the project has been funded and also publicly reviewed and approved. (See Map C-22 and Table C-23) (See policies under goal CD 5, C 5.8.2, C 5.8.5, C 5.9.7)

5.3.1 Analyze baseline projects every five years and make additions to this list in conjunction with findings from deficiency plans created as a result of policy 5.2. and consistent with policy L 5.4 and C 5.4.1.

5.4 Add road widening/expansion projects to the list of baseline projects only when stronger alternative transportation system improvements and TSM strategies are not capable of solving congestion and deficiency problems and the community determines that a particular arterial road widening/expansion project is necessary. (See Table C-24)

5.4.1 Do not adopt, approve or construct any Eastern Access alternative without a vote of the people in a Citywide general election.

5.5 Promote, as a City policy, a preference for passenger rail/fixed guideway transit along the Watsonville-Santa Cruz-UCSC corridor above and before HOV or other land additions to Highway 1. (See policy C 1.8.3)



5.6 Develop a Visitor/Coastal Access plan consistent with circulation planning goals and promoting alternative transportation modes, to provide convenient and clear access into and out of major destination areas, reduce conflicts with residential traffic, and make Santa Cruz an "inviting" place to visit. (See policy CD 5.5, C 1.3.4, C 4.4, and ED 5.6.4)

5.6.1 Assess the feasibility and desirability of developing an Ocean Street Bridge.

5.7 Maintain and expand the list of specifically designated truck routes and also regulate docking location and permitted hours for driving and parking to

minimize the impact of trucks on neighborhood and environmental quality. (See policy S 6.3)

5.8 Mitigate the impacts of existing and proposed roads on adjacent land uses, neighborhoods, environmental quality and alternative transportation modes.

5.8.1 Every five years beginning in 1995, review functional classification of City streets to determine if they are serving their designated function.

5.8.1.1 Establish a hierarchy of streets that provides for pedestrian/bicycle dominance on those that warrant it.

5.8.1.2 Develop arterial and collector street carrying capacity goals and provide appropriate signs along arterial and collector routes to keep traffic out of residential neighborhoods.

5.8.2 Incorporate pedestrian, bicycling, and mass transit facilities in the design of bridges and road projects. (See policy C 5.3)

5.8.3 Examine existing road standards and, if feasible, modify them to reduce the percentage of land paved over for roadways.

5.8.3.1 Allow variances from street standards in environmentally sensitive areas while ensuring that street widths are adequate to serve emergency vehicles.

5.8.4 Develop neighborhood traffic control plans, where necessary, to minimize traffic impacts on local streets and to enhance local access through the use of diverters, chokers, barriers, signs, and speed enforcement. (See policy CD 4.5)

5.8.5 Require setbacks, landscaping, soundwalls, and other measures to mitigate safety, noise, and air quality impacts from roadways upon adjacent land uses. (See policies EQ 6.3.1, CD 4.7 and C 5.3)

5.9 Improve the safety and physical appearance of the City's roads. (See policies under goal CD 5.)

5.9.1 Install and maintain traffic signs, pavement markings and median improvements to improve traffic safety and flows. (See also policies under CD 5.3)

5.9.2 Improve traffic safety at high-accident locations, high speed residential areas and congested areas using speed enforcement programs, implementing improvements needed to reduce accidents,

and also developing traffic safety educational programs in coordination with other local agencies.

5.9.3 Regularly inspect streets and maintain a pavement condition (including the enforcement of compaction and smoothness standards for repair work) that keeps maintenance costs at a minimum, encourages bicycling, and ensures that repairs are acceptable and long-lasting. (See policy C 3.2.5)

5.9.4 Regularly inspect bridges to evaluate maintenance needs, the effects of accident damage, environmental damage, capacity and usage, need of seismic retrofitting, safety concerns and to determine if load restrictions are adequate. (See policy S 3.3.1, S 7.5)

5.9.5 Sweep streets at regular intervals to ensure removal of debris that could create a fire hazard, cause skidding conditions, and obscure or deteriorate pavement markings, and also to reduce hazards to bicycle safety. (See policy EQ 2.3.1.8, C 3.2.5, CF 9.3)

- Concentrate street sweeping activities in the fall prior to the rainy months to clear the streets of debris and oils.

- Coordinate street sweeping in visitor-serving areas more closely with visitor peaks.

5.9.6 Prohibit contractors from tracking or dropping excavated material, construction material and other debris onto the City streets.



5.9.7 Where possible underground utilities along the City's roads and prioritize utility undergrounding on streets scheduled for reconstruction. (See policies under goal CD 5 and C 5.3)

5.9.8 Install energy efficient and adequate street lighting in high crime, traffic hazard, and public gathering/pedestrian areas and also utilize the lighting to emphasize the particular character of an area such as the Beach, Wharf, Downtown and historic neighborhoods. (See policy CD 4.6)

5.10 Limit driveways, mid-block access points, intersections, remove on-street parking, cluster facilities around interconnected parking areas, provide access from side streets and implement other measures having similar effects, to improve the flow, safety and reduce impacts on arterial streets. (See policies L 5.6.4 and C 2.3.5)

5.11 Ensure that road projects are coordinated with sewer, water and other utility work to minimize disruption of newly paved or resurfaced streets, develop consistency with City projects and minimize community disruption, and are

also designed such that standards conform to Highway Design Manual Standards.

G. TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Transportation Systems Management (TSM) are programs aimed at improving the efficiency and effectiveness of the existing road system. Rather than expanding the physical size of the road system, TSM programs strive to improve the utilization of the larger circulation system through Travel Demand Management (TDM) and Traffic Operations Improvements.

1. Travel Demand Management

Travel Demand Management (TDM) programs focus on reducing automobile use and increasing the use of alternative transportation modes, ridesharing, flextime and telecommuting to reduce traffic congestion. In general, increasing the use of alternative transportation is successful only when sufficient pricing incentives and/or disincentives to automobile use exist. TDM programs include trip reduction ordinances, promoting ridesharing, telecommuting, and flexible/staggered work hours, managing the price and availability of parking, increasing the price of fuel and providing incentives (convenience, improvements, pricing, dedicated right of ways) to alternative transportation. Also, congestion itself functions as a disincentive to peak time automobile travel. To ensure that TDM programs are proactive and effective, and not merely punitive, alternative transportation modes (walking, bicycling, mass transit), ridesharing, telecommuting and land use policies must be enhanced and designed to minimize the need or desire for automobile travel.

a. Trip Reduction Ordinance

Trip Reduction Ordinances (TRO) aim at encouraging employers and property owners to provide incentives to their employees to change their commute mode to work from driving alone to ridesharing, walking, biking or taking mass transit. Most TROs provide discretion to employers regarding the specifics of the TDM program operating at their worksite. Employers have the option to initiate vanpools, carpool matching, bicycle lockers and showers, staff assistance in carpool formation, bus transit subsidies, parking management, telecommuting, flexible work hours and other similar TDM measures, to meet specific City or County-wide goals for reduction in automobile trips.

b. Ridesharing

Ridesharing occurs when two or more people commute together in the same vehicle and is one of the most effective ways of reducing automobile trips. Carpools are the most widely used form of ridesharing and are usually established by people who know each other through their work, neighborhood or family situation. Carpools provide a very flexible way to commute, with participants choosing their own route, schedules and frequency of participation. Vanpools are most efficient for commuters who travel more than 50 miles roundtrip per day. Generally, vanpool vehicles are leased from a vanpool leasing company, that provides for maintenance and insurance. Riders pay a monthly fare to cover the full cost of the vanpool. Drivers are fellow employees who usually pay nothing or a reduced

rate for commuting in the vanpool. Individual companies may chose to subsidize all or part of the cost to provide an extra incentive to their employees to vanpool.

Share-A-Ride provides Santa Cruz County commuters with information on carpools, vanpools, and local transit services, develops employer-sponsored ridesharing programs and establishes employee bus-pools. In 1990, about 16 vanpools operated throughout the County. To expand County-wide ridesharing, Trip Reduction Ordinances, park and ride lots, and preferential parking for carpoolers are being examined. Additionally, Caltrans is studying the feasibility of developing carpool or high occupancy vehicle (HOV) lanes on Highways 1 and 17.

c. Parking Management

Parking management involves regulating parking supply and demand to promote alternative transportation and reduce incentives to automobile travel. Parking management strategies include: charging fees for automobile parking, particularly peak-hour commuters and visitors and commuters; establishing validated or time-limited parking; free, reduced fee, or preferential carpool/vanpool parking; secure and preferentially located bike parking; limited employee single-occupancy automobile parking; and reducing parking requirements for employers and developments encouraging employees and customers to utilize alternative transportation, ridesharing, flex-time or telecommuting.

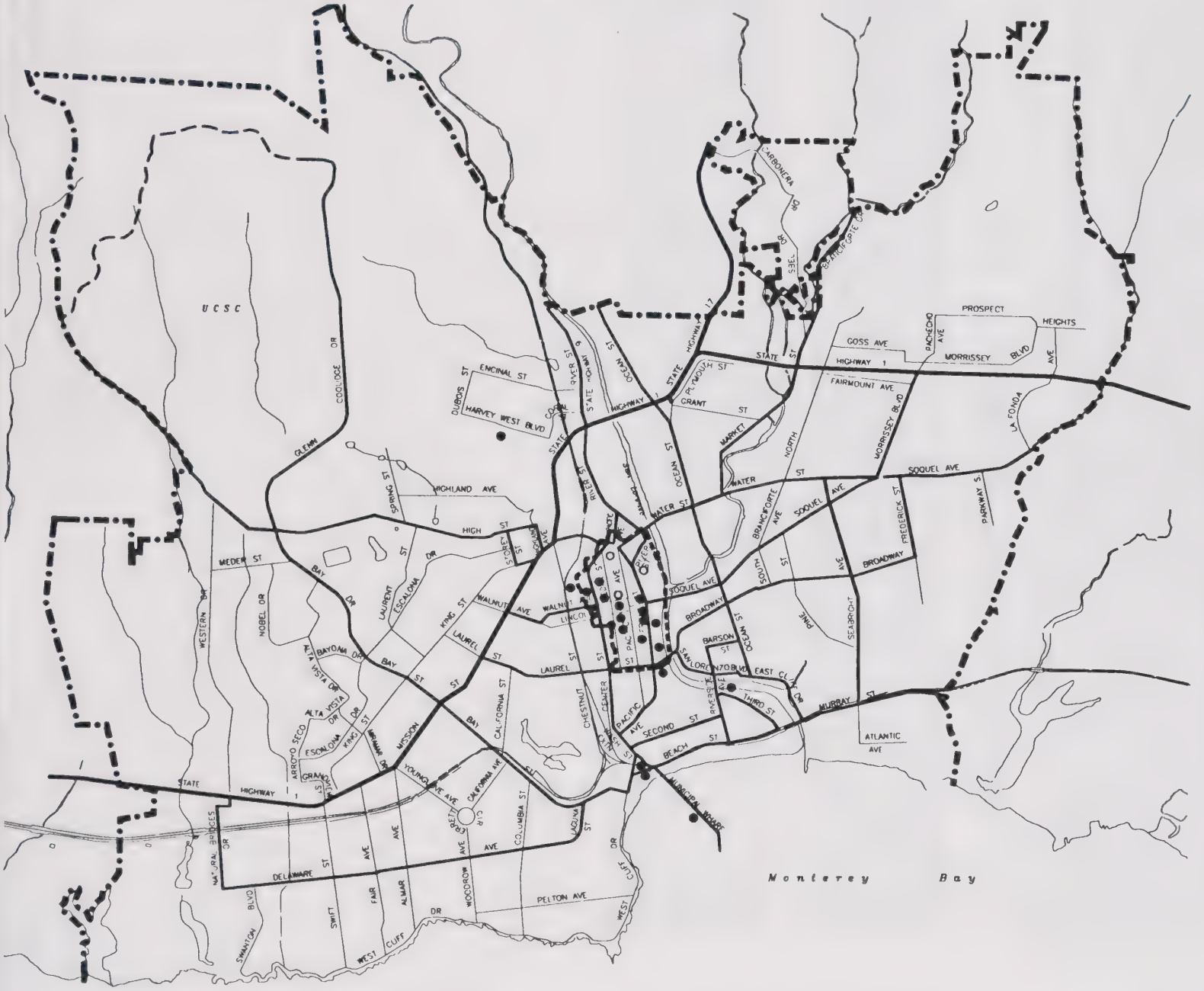
In 1992, the City's public automobile parking consisted of three parking garages and twenty parking lots, providing 2,716 public off-street automobile parking spaces, mostly concentrated in Downtown and Municipal Wharf. Additionally, the City maintained 2,580 on-street and off-street metered automobile parking and a larger supply of free on-street parking in residential and commercial areas. The remainder of off-street automobile parking is privately owned. The City also has residential permit parking zones in the Beach Hill and Beach Flats neighborhoods. See Map C-25 for the location of public parking.

The Zoning Ordinance requires that development provide off-street automobile and bicycle parking based upon land use type. Parking assessment districts provide parking on a shared basis and charge deficiency fees to recoup costs. Fees are used to build public parking serving the district and to implement TSM programs to reduce parking demands. Specific studies are also used to determine the utilization of parking in areas of high demand and indicate the number of additional parking spaces needed to satisfy demand.

Parking management strategies work best when they are applied regionally, parking supply is balanced with demand, and alternative transportation is convenient and serves areas with heavy parking demands. Heavy demands for automobile and bicycle parking are prevalent in employment, shopping, visitor and residential areas such as the Harvey West and Natural Bridges Industrial Parks, Central Business District (Downtown), Beach, Eastside Business District and residential neighborhoods near the Downtown, Beach, and UCSC where there are high volumes of employees, consumers and/or visitors. To respond to these demands, the City will develop parking management strategies that are both effective and also sensitive to the economic vitality of certain areas, and will encourage local and regional efforts to reduce automobile parking demands.

MAP C-25: PUBLIC PARKING FACILITIES

The City of Santa Cruz, California



LEGEND

- PUBLIC PARKING LOT
- PUBLIC PARKING GARAGE
- PARKING DISTRICT #1 BOUNDARIES
- CITY LIMITS

Source: City of Santa Cruz Department of Public Works

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d. Inter-modal Connections

Inter-modal connections can be achieved in a variety of ways and are designed to increase the convenience of utilizing alternative transportation modes. Connections include park and ride lots, providing bike parking at mass transit stops, encouraging the installation of bike racks on mass transit, coordinating transit schedules with various transit carriers to allow easy transfers and also shuttle programs. (See the Mass Transit section for shuttle programs.)

Park and ride lots are an essential connection because they allow people to park their car or bike and meet carpool/vanpools or mass transit. These lots are usually established through a joint-use agreement between the owner and Caltrans, and are frequently located near freeways or in shopping centers and church parking lots, and are free to all on a first-come, first-served basis. The City will work with the SCCRTC and Caltrans to establish new Park and Ride lots adjacent to major commute corridors in Santa Cruz County and within the City and will also work with necessary agencies to develop stronger inter-modal connections between various travel modes.

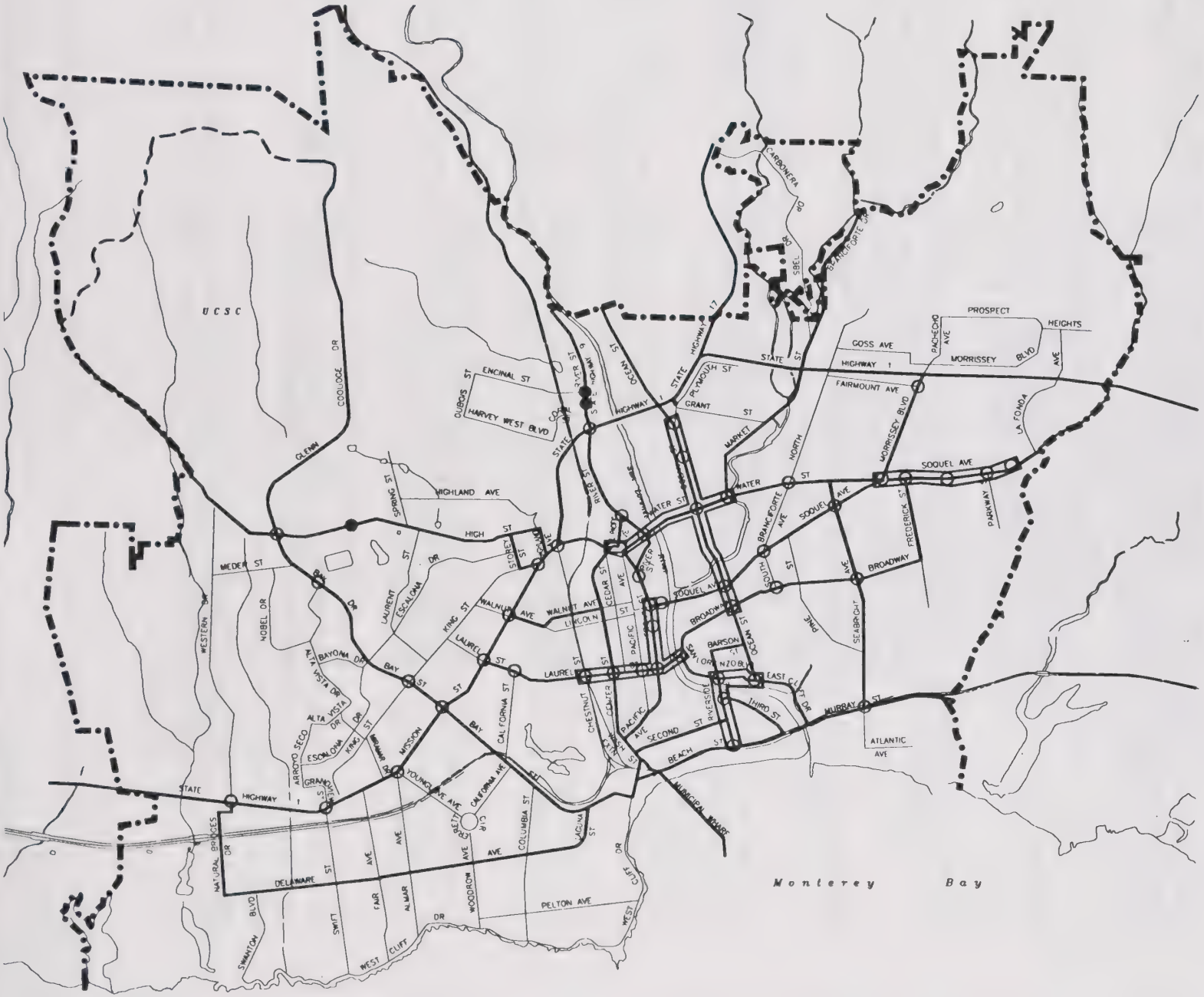
2. Traffic Operations Improvement Programs

Operational improvements in the road system are utilized in lieu of or in combination with road projects to improve traffic flow and reduce congestion. Improvements include: traffic channelization, one-way streets, progressive signal timing, removal of on-street parking, double parking restriction, improved signing, provision of adequate bus turnouts, restriction of on-street parking during certain hours, and prohibition of left turns.

Traffic control systems coordinating traffic signals are key to improving the utilization of the existing road system. In 1990, the City had four traffic control systems on Soquel Avenue, Ocean/Water streets, Laurel/Front streets, and Riverside Avenue. To maintain the efficiency of these systems, they must be re-timed for existing traffic conditions. The City plans to optimize signal timing throughout the City including Ocean/Water and Laurel/Front Streets. (See Map C-26)

MAP C-26: TRAFFIC SIGNAL SYSTEM

The City of Santa Cruz, California





LEGEND

- EXISTING TRAFFIC SIGNAL
- PROGRAMMED TRAFFIC SIGNAL
- TRAFFIC CONTROL SYSTEM
- CITY LIMITS

Source: City of Santa Cruz Department of Public Works



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GOAL C 6: Develop a Transportation Systems Management (TSM) program that reduces automobile use by reducing travel need, encouraging the use of alternative transportation, increasing the average number of persons per automobile, and improving the operation of the existing road system.

Policies and Programs:

6.1 By September 1993, enact a Trip Reduction Ordinance (TRO) that requires future developments and existing major employers to implement TSM programs to reduce single-occupancy automobile trips during peak periods. (See policies under C 1.7)

6.1.1 Set a good example by playing a proactive role in encouraging the use of alternative transportation among City employees to, from and during work, fully meeting or exceeding trip reduction ordinance standards. (See policies EQ 5.1.1 and CF 1.6)

6.1.2 Encourage major employers to implement employee bus pass and shuttle programs and to provide free, reduced-rate or preferential parking and guaranteed ride home programs for persons that carpool or use other transportation alternatives.

6.1.3 Encourage businesses to designate a commute coordinator to assist employees wanting to participate in ridesharing programs, distribute commute surveys and other information, and monitor the success of trip reduction strategies.

6.1.4 Encourage variable work hours including the institution of a staggered hours, flextime or compressed work weeks.

6.1.5 Encourage the development of incentive or bonus programs to encourage employees to utilize alternative forms of transportation.

6.1.6 Encourage the development of employee showering and locker facilities in commercial and industrial developments to encourage employees to bike or walk to work.

6.1.7 Identify business areas throughout the City where the majority of businesses have 10 or fewer employees and foster the development of group Trip Reduction programs.

6.2 Develop a program to encourage visitor-serving developments such as hotels to have bicycles and shuttle programs available for patron use. (See policy ED 5.6)

6.3 Work with the SCCRTC and TMA to develop an aggressive program of increasing ridesharing awareness and services to employees and residents in the City.

6.4 Develop and implement a strong set of parking management strategies to reduce single-occupancy automobile travel and encourage the use of alternative transportation. (See policy C 6.1.3)

6.4.1 Work to develop region-wide parking management and minimum parking fee standards at all major destination areas in the region. (See policy C 1.8.5.2)

6.4.2 Develop a Downtown and Beach Area parking management strategy that ensures the viability of businesses, promotes alternative forms of transportation, and funds the cost of future parking improvements. (See policy L 2.2.1)

6.4.2.1 Establish an employee parking strategy that includes remote parking and shuttle services.

6.4.2.2 Monitor the percent utilization of parking and phase the development of new parking spaces in accordance with this.

6.4.2.3 Encourage shared parking for uses that are compatible in terms of hours of operation or seasonality.

6.4.2.4 Adjust parking deficiency requirements and parking fees based upon the nature of the business in terms of off-peak hour parking usage and the promotion of successful trip reduction for individual businesses as well as the Downtown parking district as a whole.

6.4.2.5 Coordinate shuttle programs with remote parking facilities to reduce parking demand. (See policies under C 4.4.)

6.4.2.6 Analyze the feasibility of forming a parking assessment district in the Beach and South of Laurel areas to promote and fund shared parking facilities for all users.



6.4.2.7 Analyze parking supply and demand for the Wharf and Cowell Beach and provide adequate parking or alternative access. The development of preferential parking programs should not be permitted to adversely impact visitor access to the Beach Area. (See policy C 4.4.6)

6.4.3 Develop residential permit parking zones for neighborhoods adversely affected by parking demands from adjacent land uses such as the Westside neighborhood near UCSC and the Downtown neighborhood. (See policy CD 4.5)

6.4.4 Consider earmarking all parking fees and fines for parking management programs, TSM measures, and transit, pedestrian and bike system improvements. (See policy C 1.5)

6.4.5 Install parking meters in areas of high parking demand and traffic congestion and develop time limits for parking that result in a balance of customer and employee demands.



6.4.6 Consider a reduction in parking requirements for employers, developments, businesses and major destination centers implementing effective alternative transportation programs. (See policies L 5.6, C 6.4.6)

6.4.7 Increase the supply of bicycle parking throughout the City. (See policies under C 3.5).

6.5 Improve inter-modal connections between transportation modes by identifying and developing park and ride lots for both automobiles and bicycles and working with transportation operators. (See shuttle policies under C 4.4 and bike parking policy C 3.5.2)

6.5.1 Preserve adequate land for a park and ride lot in the Harvey West/Sashmill area serving beach, over-the-hill, UCSC shuttles and fixed guideway.

6.5.2 Work with Caltrans to examine the feasibility of using shopping centers and church parking lots, within the City and County, as park and ride lots during the weekdays and developing parking lots in convenient locations along established commute corridors and also at the City fringe coordinated with low-cost shuttle service to the Downtown and Beach Areas. (See policies C 4.4.6 and C 6.4.2.7)

6.5.3 Encourage SCMTD and other local and long-distance transit providers to install bike racks on buses serving UCSC and other commuter routes and major destinations and to also coordinate bus services between different transit carriers and design and locate bus stops to make it easier for bus patrons to make transfers between buses. (See policy C 4.1.3)

6.6 Strive to eliminate subsidies of the automobile by investigating the possibilities of congestion pricing, time of day parking surcharges, increased registration fees, and developing a local gasoline tax. (See policy C 1.5)

6.7 Expand and implement traffic operations improvement programs such as traffic control systems and peak-hour parking restriction programs to increase road efficiency, reduce traffic congestion and improve traffic flows during peak periods, including visitor peaks.

6.7.1 Implement a peak period on-street parking restriction program to accommodate traffic volumes in congested corridors at peak times.

6.7.2 Update and maintain coordinated signal timing in various traffic corridors including but not limited to: the Ocean/Water Streets, Laurel Street/Front Street, Soquel Avenue and Riverside Avenue.

6.7.3 Encourage Caltrans to install ramp metering on Highway 1.

6.8 Develop a TSM planning and monitoring program to evaluate, adjust and improve City-wide TSM strategies.

HOUSING ELEMENT
(Pages 192-279)

HOUSING ELEMENT

A. INTRODUCTION

1. Purpose

Ensuring an adequate supply of sound affordable housing in a safe and satisfying environment for every resident is a State and City goal of the highest priority. To assure that local planning programs implement this goal, a housing element of the General Plan is required and must be updated every five years. This Housing Element covers the time period between July of 1991 and July of 1996. This element evaluates housing needs, opportunities and constraints by:

a. Examining the characteristics and condition of the existing housing stock;
b. Assessing the availability of and need for housing units to serve all family types and income levels;
c. Identifying adequate sites to meet housing needs;
d. Addressing governmental and nongovernmental constraints on housing development;
e. Promoting equal housing opportunities;
f. Establishing programs to assist with development of low- and moderate-income housing; and
g. Establishing programs to conserve and improve the existing housing stock.

2. Organization

This Housing Element consists of three main components, identified below, which together comprise an Element which contains the information, analysis, and housing goals, policies and programs necessary for compliance with State law. In addition to this Housing Element, the Community Design Element addresses issues concerning the preservation and enhancement of neighborhood identity and liveability.

(1) The **"Community Profile"** presents descriptive, statistical and demographic information about the City of Santa Cruz, and provides an overall context for the Housing Element, as well as for the entire General Plan.

(2) The **"Housing Element"** contains information, analysis, and housing program goals pertaining to the following major subject areas which must be addressed:

a. Housing Characteristics (information is also found in the Community Profile)
b. Review of the 1987-1991 Housing Element
c. Housing Needs
d. Housing Opportunities
e. Housing Constraints
f. Housing Goals, Policies and Programs

(3) The **"Housing Element Appendices":** a) vacant and underutilized residential land inventory, and b) an inventory of assisted housing units. The land inventory is not actually **part** of the Element, but provides technical back-up to the tables in the Element.

3. Affordability Crisis

Santa Cruz faces a housing crisis in terms of providing housing for sale or rent that is affordable to its residents. A survey released in June of 1992 by the National Association of Home Builders indicates that only 11.4% of the area's homes sold in the first quarter of 1992 could have been purchased at prevailing interest rates by a family earning the area's median income. By this affordability index, only the San Francisco area was even less affordable than Santa Cruz, of areas throughout the nation. Additionally, the 1990 Census revealed that in 1990, 60.8% of renters and 30.2% of owners were paying 30% or more of household income for housing. An accepted index for classification as "overpaying" and thus unaffordability, is if households pay more than 30% of income for housing.

Limited developable land within the City limits constrains housing supply, while demand for housing is high due to Santa Cruz' desirable location and climate, and the presence of the University of California at Santa Cruz (UCSC) facility, with its increasing student enrollment. Location of the City of Santa Cruz within a 25-30 mile commute distance from major "Silicon Valley" and other Santa Clara Valley employers exerts pressure on the City's housing stock to increasingly serve as a "bedroom community" resource for those able to obtain higher-paying jobs "over the hill", which is an area experiencing its own housing supply and affordability problems. For housing in the City of Santa Cruz, these housing supply and demand factors drive up the cost of both rental and for sale housing.

In addition to housing supply and demand factors, area median income is an important factor relative to affordability. The median income as reported by the 1990 Census for the City of Santa Cruz was $31,857 per year. This figure is 16.5% lower than the median income figure reported for the County of Santa Cruz as a whole, which was $37,112. For the City of Santa Cruz, it is estimated that 29% of all households were very-low income, 17.6% were low income, 19.6% were moderate income, and 33.8% were above moderate income. When comparing the City of Santa Cruz income distributions with those of the County of Santa Cruz, and with the 2-county Santa Cruz/Monterey region, the City of Santa Cruz is found to contain a higher number of very-low income households (about 6-7% more) and the lower number of above-moderate households (about 5-7% fewer).

This disparity in the distribution of income levels is the reason that the regional fair share housing allocations by income level (see "Housing Need" section) for the City of Santa Cruz are more heavily weighted toward the moderate and above-moderate income categories. Although it is paradoxical for the City to seemingly be told to plan for above-moderate income households in the face of a documented housing affordability crisis, the State and AMBAG have made these allocations in order to be consistent with State law, which provides that "the distribution shall seek to reduce the concentration of lower income households in cities or counties which already have disproportionately high proportions of lower income households". However, the City of Santa Cruz intends and is not precluded by State law from making every feasible effort to emphasize the production of affordable housing rather than above-moderate income housing.

4. Primary Housing Element Goals

The following primary goals outline the intentions of the City of Santa Cruz with regard to meeting the identified housing needs of its residents. As such, the Housing Element

contains policies and programs supportive of meeting these primary goals, and these goals and this Housing Element provide direction for current and future housing program activities of the City of Santa Cruz:

Housing Element Goals

GOAL H 1 : Provide adequate sites and opportunities to meet identified regional fair share housing allocations for Santa Cruz.

GOAL H 2: Provide for the development of adequate housing and supportive services for special needs populations such as the elderly, physically disabled, chronically ill, mentally disabled, large/overcrowded households, agricultural workers, students, single-parent households and the homeless.

GOAL H 3: Strive to provide an increased number of affordable housing units to meet the needs of very-low, low- and moderate-income households in the City, in particular smaller-sized rental units, in order to approximate as closely as possible the actual income distribution of the City's population.

GOAL H 4: Conserve and improve the existing housing stock throughout the City and in designated target areas.

GOAL H 5: Facilitate the development of non-traditional housing types such as Transit-oriented developments, halfplexes, zero-lot line developments, Co-Housing, and other community-oriented and energy-conserving housing and land uses.

5. Public Participation

City and community commitment is essential to the City's ability to establish and carry out plans and programs to effectively meet housing-related needs and to address local housing issues. Making progress toward solutions to the affordable housing crisis which Santa Cruz (and many other communities) faces will require a well-coordinated effort between planning, housing and redevelopment staffpersons, public officials, private property owners, lending institutions, for-profit and non-profit developers, social service agencies, and the general public. It is important that all parties develop and share relevant information and analysis, so that knowledge and awareness about the complexities of the affordable housing crisis is continually increased and refined, and so that sound planning, policy, program and budgeting decisions can be made.

Preparation and adoption of this Housing Element has served as a vehicle for such discussion and analysis of the City's housing environment by many of the above-mentioned groups of people. It will also serve as a continuing information resource to those from both the public and private sectors who are interested and active in housing-related activities, and will provide continuing direction to the City's housing activities.

After well over a year of meetings held monthly by the City's Housing Advisory Committee (HAC) to develop and review the draft Housing Element prepared by a consultant and City staff, the City of Santa Cruz Draft Housing Element was officially released three times for public review and comment: on October 30, 1991, April 30, 1992, and October 1, 1992. Prior to official release, the HAC meetings were also open to the public, and many representatives of housing-interest agencies and groups participated in these discussions. Also, the draft from the HAC was thoroughly reviewed and refined by the Planning Commission, at public meetings.

Upon official release of the Draft Housing Element notices were published in the Santa Cruz Sentinel (the major daily newspaper) and in the "Good Times" weekly newspaper. Postcard notices of availability and/or Draft Housing Elements were sent to the entire General Plan mailing list (consisting of hundreds of individuals, neighborhood groups, business groups, and others), and distributed to public and non-profit agencies and other groups concerned with housing and special needs groups. Several public hearings were held to gather input on the Housing Element.

Additionally, development of the City's Comprehensive Housing Affordability Strategy (CHAS), which occurred during the summer and fall of 1991, involved public notice and public hearings. Comments made on the CHAS, which is also a housing strategy document, have been incorporated into this Housing Element as well, and the Housing Element and the CHAS are very consistent. Notices of CHAS hearings were sent to agencies which represent typically disadvantaged populations, such as the NAACP, the UCSC Housing Office, organizations which represent Hispanics, and agencies which represent the disabled community and senior groups. Formal public hearings were held by the City Planning Commission and the City Council as part of the Housing Element and General Plan adoption process.

6. Consistency

In addition to the Housing Element, several other plans directly or indirectly affect the development of housing. These include the other elements of the City's General Plan 1990-2005 and the City's Local Coastal Program, which is a part of the General Plan. A comprehensive update of all of the elements comprising the City's General Plan was processed concurrently with this Housing Element Revision. Therefore, if changes occur in the adopted version of the 1990 - 2005 General Plan, which make the Housing Element inconsistent, then the Housing Element will be examined and amended as necessary to ensure consistency.

Following adoption of the General Plan and Housing Element, planning and housing program staff will continue to review the Housing Element in relation to other plans as they may be amended or created, in order to ensure that consistency is maintained. Additionally, proposed development projects, and housing programs and activities, will be reviewed for consistency with Housing Element goals. Identified inconsistencies will be brought to the attention of advisory and decision-making bodies as necessary, usually in the form of project or policy analysis. In particular, the City has adopted a Comprehensive Affordable Housing Strategy (CHAS), which needs to maintain consistency with the Housing Element, and vice versa. At this time, this Housing Element is consistent with the City's CHAS and the required CHAS Annual Plan for Fiscal Year 1993, which will be adopted by the City concurrently with this Housing Element.

B. HOUSING CHARACTERISTICS

Knowledge of household characteristics, including size, condition and composition, is essential in determining the housing needs of the present and projected City population, and in making planning and program decisions which optimize the mix and distribution of housing to meet identified housing needs.

Providing an appropriate mix of housing types and opportunities is a desirable way to provide options for renters and homeowners of all income groups and household sizes and to help ensure that residents experiencing a change in income or household size are not forced to look beyond the City limits for housing. See the Community Profile for general information on population and demographics, and housing and household characteristics.

1. Housing Composition

Table H-1 shows the distribution of 1990 dwelling and group quarter units by planning area, housing type, tenure, and vacancy. While the number of dwelling units increased between 1970 and 1990 by 5,885 units, to a total of 19,364 units, the composition of these units also changed. In 1970, 70.9% of all units were single family residences. By 1980 the percentage had declined to 63.5%, but by 1990 had increased back to 65.7%. During the same time period the percentage of multi-family units increased from 28.0% in 1970 to 34.6% in 1980, but then decreased back down to 30.1% in 1990. This reflects an increase in group quarter units in the City of Santa Cruz, primarily due to the UCSC campus housing facilities.

Table H-1

Dwelling and Group Quarters Units — 1990 Census

	No. of Dwelling Units	Type of Housing Units				Tenure		Vacancy		Group Quarters
		SF	MF	MH	O	Own	Rent	Rate	%	
Upper Westside	3872	3178	650	1	43	2398	1262	212	5.5%	3
Lower Westside	3235	2692	306	198	39	1827	1197	211	6.5%	77
Central Core	3263	1164	1888	146	65	712	2291	260	8.0%	202
Harvey West	140	91	34	8	7	53	67	20	14.3%	30
Upper Eastside	3535	2838	657	2	38	2050	1355	130	3.7%	240
Lower Eastside	4963	2659	2081	10	213	1463	3102	398	8.0%	56
Subtotal	**19,088**	**12,622**	**5,616**	**365**	**405**	**8503**	**9274**	**1231**		**608**
UCSC	356	96	208	41	11	83	261	12		4142
TOTAL	**19,364**	**12,718**	**5824**	**406**	**416**	**8586**	**9535**	**1243**		**4750**

SF = Single-Family
MF = Multi-Family
MH = Mobile Home
O = Other

Source: 1990 Census.

Despite the change in the percentage mix of housing types between 1970 and 1990, in 1990 single-family units were still the most prevalent type of housing (65.7%). Approximately 30.1% of the city's housing stock was multi-family units (61% of that number were 2 to 9 units and 39% were 10 units or greater). The remaining portion of the housing stock was composed of mobile homes (2.1%) and other units (2.2%). Also, when comparing the number of dwelling units (19,364) to group quarters (4,750) in 1990, group quarters made up 20% of the total housing stock (see Table H-2).

Table H-2

Distribution of Dwelling Units by Type: 1970 — 1990

Unit Type	1970 Census	% of Total	1980 Census	% of Total	1990 Census	% of Total	1990[2] DOF	% of Total
Single-Family	9,554	70.9	11,305	63.5	12,718	65.7	11,990	61.5
Multi-Family	3,768	28.0	6,152	34.6	5,824	30.1	7,085	36.3
Mobile Home	157	1.2	338	1.9	406	2.1	419	2.2
Other[1]	N/A	N/A	N/A	N/A	416	2.2		
Total Dwelling Units	**13,479**	**100.0**	**17,795**	**100.0**	**19,364**	**100.0**	**19,494**	**100.0**
Group Quarters			**3,235**		**4,750**			

[1] New category in 1990 Census, houseboat, car, motorhome; may include some condos and townhouses.
[2] Comparison of Department of Finance and 1990 Census figures indicates Census undercount as well as reclassification of some multi-family units that were condos and townhouses into the single-family attached dwelling category and other categories.

Distribution of Dwelling Units by Units in Structure: 1980 — 1990

Units in Structure	1980 Units	% of total	1990 Units	% of Total	1980-1990 Units Produced
One, detached	10,344	58.1	11,151	57.6	807
One, attached (townhouse/condo)	961	5.4	1,567	8.1	606
Two (duplex)	857	4.8	905	4.7	48
Three or four units in structure	1,352	7.6	1,410	7.3	58
Five or more	3,943	22.2	3,509	18.1	-434
Mobile Home	338	1.9	406	2.1	68
Other			416	2.2	416
Total Housing Units	**17,795**	**100.0**	19,364	100.0	1,569

Source: 1970, 1980 and 1990 U.S. Census data.

2. Housing Stock Age and Condition

General Characteristics. Incorporated in 1866, Santa Cruz is one of the oldest cities in the State. As such, it is not surprising that the City has a relatively old housing stock. The proportion of the housing stock over 30 years old is an indication of the need for repair,

modernization, or replacement of housing for correction of deficiencies which often result from deferred maintenance.

Table H-3

Age of Housing Stock

Year Dwelling Unit Built	Units	% of Units
1980-1990	1,569	8.1
1970-1979	4,316	22.2
1960-1969	1,439	7.4
1950-1959	2,836	14.6
1949 or earlier	9,204	47.5
Total Housing Units	**19,364**	
Median Age: 1959		

Source: 1990, 1980, 1970, 1960, 1950 Census

Analysis of Census data reveals that approximately 8.1% of the City's housing stock (1,569 units) was built during the 1980's. By way of comparison, approximately 47.5% of the housing stock (9,204 units) was built prior to 1950, making close to one-half of the City's housing stock over 40 years old. In 1990, approximately 62% of the housing stock (12,040 units) was over 30 years old (see Table H-3). This age, combined with the number of illegal dwelling units and factors of overcrowding, deferred maintenance, and normal wear is likely to result in a substantial portion of the City's housing stock needing rehabilitation in the near- or longer-term future.

Current Characteristics. At the present time, the City believes that a total of approximately 726 units in the City are substandard and currently in need of rehabilitation or replacement; approximately 100 of these units should be replaced, while the other 626 require fairly significant rehabilitation. (The number for "rehabilitation" cited herein represents those units in need of fairly significant rehabilitation; it should be recognized that lesser degrees of rehabilitation needs also exist in many units throughout the City, due to the age of the housing stock as discussed above and so forth.) The rehabilitation and replacement numbers are developed primarily from three sources: a) a housing conditions survey conducted in the Beach Area in 1990, b) housing condition surveys conducted subsequent to the 1989 Loma Prieta earthquake, and c) code compliance housing inspections conducted in 1992 in the City's established Target Area.

These surveys and inspections have pointed out that the majority of more significantly deficient units are located in the City's "Central Core" and "Lower Eastside" planning areas (see Map CP-4). The City's established Target Area (see Map H-4), which was created so that resources could be focused on the area in an effort to address blight and correct substandard housing units, incorporates areas from each of the Central Core (eastern half of the Beach Area) and Lower Eastside (the Lower Ocean Street/Upper Riverside Avenue area) planning areas.

1990 Beach Area Survey. In conjunction with extending the City's Redevelopment District over the Beach Area, a Neighborhood Impact Report was prepared in 1990. Part of the information developed for that report included a housing conditions survey. This survey indicated that approximately 173 units in the Beach Flats subarea, or 51% of the Beach Flats housing stock, was considered to be in need of rehabilitation or replacement. In the remaining residential portion of the Beach Area (the Beach Hill and Beach Commercial areas), approximately 58 units or 10% of the housing stock was considered to be in need of rehabilitation or replacement.

MAP H-4: BEACH/LOWER OCEAN STREET TARGET AREA

The City of Santa Cruz, California



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REVISED 1755 10/04/1992

Target Area Inspections/Housing Conditions. Thirty-eight percent (38%) of the more than 300 units inspected to date as part of the City's pro-active Target Area housing code compliance program, which has concentrated thus far on inspecting the most obviously substandard units, are in such condition to require fairly significant corrections. While in the long term, many of these units will need to be replaced, in the short term the property owners have all selected rehabilitation rather than demolition and replacement as a means of correcting housing code deficiencies. Many of the units inspected are nearing the end of their economic lives, and while housing code corrections can ensure habitability in the short term, the basic outdated and worn condition of the structures remains.

According to 1990 Census data, the entire Target Area contains approximately 1450 units. Approximately 670 of these are located in the Beach Area, with 339 in Beach Flats, and about 330 in the portion of the Beach Hill/Beach Commercial area which is located in the Target Area. As previously noted, a housing condition survey has indicated that 173 units in Beach Flats and about 10% of the 330 other Beach Area/Target Area units (33 units) can be considered in need of rehabilitation or replacement, for a total of 206 units in the Beach Area portion of the Target Area. In the Lower Ocean/Upper Riverside Avenue portion of the Target Area, deficiencies are concentrated primarily along Ocean Street. The City has approximated that 15% of the total 780-unit housing stock in this area, or 117 units, are in need of more significant rehabilitation or replacement.

To summarize, information gained through a Beach Area housing condition survey, and experience gained through Target Area housing code inspections, indicate that the City's Beach/Lower Ocean Target Area contains **323 units** in need of more than minor repairs, such that they can be classified as being in need of rehabilitation or replacement. The Target Area contains the most significant concentration of residential blight and substandard housing in the City. Within the Target Area, up to 70 of these 323 units would ideally be replaced, with the remaining 253 requiring fairly significant rehabilitation.

Post-Earthquake Rehabilitation and Replacement. Housing inspections and surveys conducted after the 1989 Loma Prieta earthquake have also generated information related to the number of dwelling units in need of rehabilitation or replacement. Of course, many of the units which were ultimately demolished as a result of the earthquake could have been characterized as in need of rehabilitation or replacement, in order to make them structurally sound, but these 75 single-family/multiple-family units, and almost 400 Single Room Occupancy units (SRO units which were located in the Downtown and Beach Areas) no longer exist. All units damaged by the earthquake which could not have been rehabilitated were demolished, and many are being replaced.

Of the units which were inspected and/or suffered damage due to the earthquake, but were not demolished, many have subsequently been repaired and rehabilitated. Over 150 units suffered major damage but were not demolished. Over 300 more units suffered minor damage which required a building permit for correction, and many more units suffered minor damage for which building permits were issued immediately in the field, or for which building permits were not necessary. Most of these 450+ units have been rehabilitated.

Non-Target Area Conditions. At this time, numbers of units in need of rehabilitation or replacement for the remaining areas of the City are based on an estimated percentage of the total units in each of the City's planning areas, based on knowledge about the age of the

housing stock and on windshield surveys performed by the City's housing rehabilitation staff. Assuming 1% for the Upper Westside results in 39 units, assuming 3% for the Lower Westside results in 97 units, assuming one additional percent for the area in the Central Core which has not already been accounted for in Target Area statistics results in 33 units, assuming 10% for the Harvey West results in 14 units, assuming 2% for the Upper Eastside results in 71 units, and assuming two additional percent for the area in the Lower Eastside which has not already been accounted for in Target Area statistics results in 99 units. Thus, the approximate grand total of non-Target Area units in need of rehabilitation or replacement is **353 units**. Of these, approximately 30 should be replaced, while the other 323 require fairly significant rehabilitation.

Citywide. Therefore, the approximate number of units within the City of Santa Cruz which are currently in need of rehabilitation or replacement is **726 units, of which 373 are located in the Target Area and 353 are located in the remaining area of the City. Of these 726 units, approximately 100 should be replaced (up to 70 in Target area and 30 in remainder of City), and 626 are in need of fairly significant rehabilitation.**

3. Tenure

Tenure is the status of dwelling units as either owner- or renter-occupied and is usually associated with a particular type of housing unit. For example, many people associate that the largest majority of single-family units are owner-occupied, and most multi-family units are rentals. However, that is not always the case, since many single-family units are actually renter-occupied, and many multi-family units, such as condominiums, are purchased for owner-occupant purposes.

Ownership has often been associated with security and permanence, but the ideal balance between owner- and renter-occupied housing has not been established. In the City, the trend in tenure over the last 20 years has been towards more renter-occupied housing units. This is to be expected, to some degree, because of the growth of University enrollment. The 1980 Census showed that 7,963 (48%) of all units were owner-occupied, while 8,654 (52%) were renter-occupied. By 1990 there was a 1% increase in the number of renter-occupied units, with 8,586 (47%) owner-occupied and 9,535 (53%) renter-occupied. See Table H-1 for the distribution of renter- and owner-occupied units in 1990.

In Santa Cruz County, 40% of all occupied units are renter-occupied and 60% are owner-occupied. Higher levels of renter occupancy in the City are related to the market place response to the housing demand of Santa Cruz residents (especially students), as well as individuals and families desiring greater affordability than home ownership opportunities now provide. The greatest percentage of renter-occupied units, 50.6% (4,825), have householders in the 15 to 34 year-old age group. Overcrowding in rental housing is significant, likely related to efforts to achieve affordability. See Table H-5 and also the Overcrowding section below for more information about the relationship between types of households and housing tenure.

Table H-5

Analysis of Occupied Housing Units by Tenure

	Total Occupied No. of Units	No. of Units w/ Householder 15 to 34	No. of Units w/ Householder 65+	No. of Units w/ Large House-Holds (5+)	No. of Overcrowded and Severely Over-Crowded Units
Owner Occupied	8,586	1,100 (12.8%)	2,390 (27.8%)	714 (8.3%)	238 (2.7%) Overcrowded 107 (1.2%) Severe
Renter Occupied	9,535	4,825 (50.6%)	1,021 (10.7%)	914 (9.6%)	1,051 (11.0%) Overcrowded 613 (6.4%) Severe
Total	**18,121**	**5,925 (63.4%)**	**3,411 (18.8%)**	**1,628 (9.0%)**	**1,289 (7.1%)**

Source: 1990 Census

Both renters and those who would like to purchase housing within the City of Santa Cruz face a similar obstacle: that of affordability. While advertisements of availability for rent of rooms, studios, apartments and houses are plentiful in area newspapers, finding rental housing which meets a lifestyle/unit size/location preference, as well as being affordable, is more difficult. Likewise, while plenty of houses are for sale within Santa Cruz, most people currently living and working within Santa Cruz who would like to buy a home find that their incomes do not support the purchase of most of the homes on the market.

It is difficult to ascertain which group -- renters or potential homebuyers -- faces the larger difficulty in finding suitable housing within the City. It is not known how many renters would prefer to buy a home rather than rent, if they had the opportunity. However, it is a fact that those renting generally pay a larger proportion of their incomes for rent than those who already own a home, which is shown by 1990 Census data. City-wide, 30.2% of owners and 60.8% of renters were considered to be overpaying for housing.

4. Overcrowding

Occupancy by more than one person per room (excluding kitchens and bathrooms) is defined by the Census as overcrowding. Occupancy by over 1.5 persons per room is considered severe overcrowding. It should be noted that the Uniform Housing Code, and State and City of Santa Cruz occupancy laws, permit a higher level of occupancy before a unit is characterized as unacceptably overcrowded. By the Uniform Housing Code definition, the occupancy load is calculated for every habitable room other than kitchens and bathrooms. Habitable rooms must have an area of at least 70 square feet, and two persons are permitted within this 70 square feet. Where more than two persons occupy a room used for sleeping purposes, the required floor area is increased at the rate of 50 square feet for each additional occupant. Therefore, a 120 square foot room can accommodate 3 people under the Uniform Housing Code without being termed overcrowded, while the Census definition would characterize the room as being severely overcrowded.

The Census definition of overcrowding is used to reveal symptoms of high housing costs, as households add additional members to share costs and make the housing more affordable, or as households rent or buy smaller units to maintain affordability. It should be noted, however, that this Census indicator is a generalization, and is not meant to imply that large

families who may exceed the Census threshold are by definition living in substandard and unacceptable conditions. While this may be true in some instances, it will not always be true.

Overall, the 1990 Census indicates that 1,289 (7.1%) of Santa Cruz' occupied housing units were considered to be overcrowded in 1990, with 720 or 3.9% of the housing units being severely overcrowded. Renter households were more likely to experience overcrowding, with 1,051 (11%) of renter-occupied units being overcrowded, and only 238 (2.8%) of owner-occupied units being overcrowded. Although renter overcrowding is less severe in the City than in the County or State, overall overcrowding is greater (see Tables H-5 and H-6).

Table H-6

Overcrowding in 1990

Persons per Room	Santa Cruz	% of Total	% of County	% of Calif.
All Households	18,121			
1 or less	16,832	92.9	95.4	93.6
More than 1	1,289	7.1	4.6	6.4
Renter Households	9,535			
1 or less	8,484	89.0	84.5	80.4
More than 1	1,051	11.0	15.5	19.6
Owner Households	8,586			
1 or less	8,348	97.2	95.0	94.0
More than 1	238	2.8	5.0	6.0

Source: 1990 Census

Renter-occupied units housing large households (five or more persons) comprise 9.6% (914 units) of all renter-occupied units. Since overcrowding occurs in 11% of all renter-occupied units, it can be seen that overcrowding in renter-occupied units not only occurs for large households, but also for at least 1.4% of the renter households of four persons or fewer (see Table H-5).

Although not to the exclusion of other areas, the most significant concentration of overcrowding occurs in the Beach Flats area of Santa Cruz, adjacent to the Boardwalk amusement park, and located in the City's Target Area. Almost 97% of the housing stock in Beach Flats is occupied by renters. Of the 305 households living in Beach Flats, 163 (53.4%) are living in overcrowded situations, with 138 of those 163 households living in severely overcrowded circumstances. Of the 305 households, 106 households contain 5 or more persons, with 100 of these 106 households consisting of families (rather than unrelated individuals). The average Beach Flats rental unit contains 3.86 persons, more than 150% of the standard persons per household factor for the City as a whole. These statistics emphasize a need for development of larger, affordable rental units within the Beach Flats area.

5. Vacancy Rate

Vacancy rate reflects the percentage of dwelling units that are vacant and for sale or rent at any given time. A 5% vacancy rate is considered desirable, providing adequate consumer choice and mobility as well as adequate returns to housing providers. The vacancy rate only includes units for sale or for rent; it does not include units held for occasional use or awaiting occupancy. When vacancy rates are too low, resident mobility is impaired, costs

remain high due to constrained supply, and substandard housing remains occupied, due to lack of alternatives.

Table H-7

Vacancy Status

For Rent	402
For Sale Only	166
Rented or Sold (not occupied)	145
For seasonal, recreational occasional use	360
For Migrant Workers	2
Other	168
Total Vacant Units	**1,243**

Vacancy Status by Unit Type

	Percent of Total Housing Units for Sale or Rent
Single Family	5.7%
Duplex to Fourplex	5.2%
Apartment (5+)	8.9%
Mobile Home	12.3%
Other	3.1%

Source: 1990 Census

Overall, the 1990 Census indicated that 1,243 units (6.4%) of the City's total housing stock were vacant in 1990. This figure included 145 units awaiting occupancy, 360 units held for seasonal recreational use, and 170 units that were vacant for other reasons. Once these units are removed and only vacant for sale or for rent units are considered, the vacancy rate drops to 2.9%. See Table H-7 for vacancy status. The vacancy rate is again indicative of supply and demand factors which tend to drive up the cost of housing, reduce housing choice, and create affordability problems for residents.

6. Housing Costs and Affordability

Housing costs, when compared with area incomes, provide an indication of the affordability of housing in a community. Affordable housing is that capable of being purchased or rented by a household of very-low, low or moderate income, based on the household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30%-35% of its gross monthly income for housing, including taxes and insurance (and utilities in rental housing). Households are broken down into four income groups: very-low, low, moderate, and above-moderate income households, by what they earn in comparison to the County-wide medium income. The Housing Cost and Household Income and Poverty Status of the Community Profile analyze housing costs and relate them to household income levels. See this section for greater detail.

In 1990, the mean rent for the City was $751.00 and the median rent was $707.00 per month. The mean monthly homeowner cost with mortgage was $1,302.00 and the median cost with mortgage was $1,191.00. Tables H-8 and H-9 look at 1990 gross rent and monthly owner cost of units within the City and County. Table H-10 determines 1990 Affordable Housing Prices for various income groups based on the 1990 Census figures of a County-wide median income of $37,112. It can be seen that the median actual rents being paid are close to the top of the range that is termed affordable to defined low income households, and that the median ownership (with mortgage) housing cost is just above what would be termed affordable to moderate income households, using the 30% of income to housing as an acceptable payment. Looking at costs in terms of the mean results in an assessment that more than half of all renters are not paying affordable rents, and more than half of homeowners with a mortgage are not paying housing costs at a rate which could be considered affordable to low or moderate income households.

Table H-8

Number of Renter-Occupied Units by Gross Rent in 1990

Gross Rent	City of Santa Cruz	% of City	County of Santa Cruz	% of County
$ 0 - $ 199	281	2.9	1,262	3.8
$ 200 - $ 399	819	8.6	3,112	9.3
$ 400 - $ 599	2,270	23.8	6,691	20.0
$ 600 - $ 749	1,886	19.8	6,344	18.9
$ 750 - $ 999	2,520	26.4	8,846	26.4
$1,000 or more	1,546	16.2	5,511	16.4
Totals	9,535	100.0	33,514	100.0

City of Santa Cruz: Median Rent $ 707
Mean Rent $ 751

Source: 1990 Census

Table H-9

Number of Owner-Occupied Units by Monthly Cost in 1990

With a Mortgage

Monthly Owner Costs	City of SC Total Units	Percentage of City	County of SC (% of total)
$ 0 - $ 299	175	2.4	1.7%
$ 300 - $ 499	518	7.1	6.2%
$ 500 - $ 699	569	7.7	6.4%
$ 700 - $ 899	555	7.6	7.5%
$ 900 - $1250	896	12.2	14.6%
$1250 - $1499	620	8.4	11.5%
$1500 or more	1801	24.5	26.8%

Without a Mortgage

$ 0 - $ 99	230	3.1	1.4%
$ 100 - $ 199	1224	16.7	10.7%
$ 200 - $ 299	489	6.7	7.9%
$ 300 - $ 399	146	2.0	3.1%
$ 400 or more	120	1.6	2.1%

City of Santa Cruz:
Median cost with mortgage: $ 1,191.00
Mean cost with mortgage: $ 1,302.00
Median cost without mortgage: $ 178.00
Mean cost without mortgage: $ 200.00

Source: 1990 Census

In 1990, the Census determined what percent of each income group was overpaying (paying more than 30% of total household incomes) for housing costs. City-wide, 30.2% of owners (those with and without mortgages) and 60.8% of renters were considered to be overpaying for housing. Of these households, the majority were very-low and low-income and a large percentage were moderate-income (see Table H-11, next page, for an analysis of overpayment as a percentage of income).

Table H-10

Affordable Housing Prices – 1990

	Monthly Housing Costs[1]
Above-Moderate Income	> $1,112
Moderate Income	$ 738 -$1,112
Low Income	$ 462 -$ 737
Very-Low Income	< $ 462

[1] Maximum affordable housing cost is assumed to be 30% of gross monthly income determined for each income group in Table CP-18 and based on 1990 County-wide median income.

Source: City of Santa Cruz Planning Department

Table H-11

1990 Gross Rent as a Percentage of Household Income

% of House-Hold Income Paid as Rent	Household Income $0-$9,999	% of Total	$10,000-$19,999	% of Total	$20,000-$34,999	% of Total	$35,000-$49,999	% of Total	$50,000+	% of Total
0 to 19%	12	.7	64	2.4	130	5.5	548	35.1	733	59.2
20 to 24%	31	1.8	140	6.0	201	11.7	357	22.9	325	26.3
25 to 29%	100	5.9	142	6.1	488	20.8	231	14.8	93	7.5
30 to 34%	76	4.5	175	7.5	500	21.3	155	10.0	81	6.5
35% +	1,485	87.0	1,807	78.0	1,027	43.8	270	17.3	6	.5
Total	**1,704**		**2,328**		**2,346**		**1,561**		**1,238**	
Not Computed	195		81		50		6		0	
Paying Over 30% of Income		91.6%		85.1%		65.1%		27.2%		7.0%

1990 Monthly Owner Cost as a Percentage of Household Income

% of Household Income Paid as Owner Costs	Household Income $0-$9,999	% of Total	$10,000-$19,999	% of Total	$20,000-$34,999	% of Total	$35,000-$49,999	% of Total	$50,000+	% of Total
0 to 19%	73	16.1	456	61.7	652	51.9	636	4.7	1,692	49.3
20 to 24%	60	13.3	47	6.4	109	8.7	140	10.4	504	14.7
25 to 29%	33	7.3	35	4.7	75	6.0	89	6.6	477	13.9
30 to 34%	6	1.3	40	5.4	76	6.0	94	7.0	324	9.4
35% +	280	62.0	161	21.8	345	27.4	390	28.9	436	12.7
Total	**452**		**739**		**1,257**		**1,349**		**3,433**	
Not Computed	49		0		0		0		14	
Paying Over 30% of Income		63.3%		27.2%		33.5%		35.9%		22.1%

Source: 1990 Census

Many factors determine the price of housing a household can afford including: interest rates, mortgage instruments, down payment and personal assets beyond income. These conditions vary and there are numerous exceptions depending on individual financial situations. There is a significant gap between households' ability to pay and actual housing costs in Santa Cruz, as in much of the rest of California, affecting a substantial number of households. In the future, this affordability gap will affect increasing numbers of first-time home buyers, workers employed in the City trying to find an affordable home within commuting distance, and special needs groups such as students, seniors and disabled persons seeking affordable housing.

7. Affordable Assisted Housing Units

The City of Santa Cruz administers an Affordable Housing Program consisting of many components. The City has a 15% inclusionary requirement for new housing developments. The Accessory Dwelling Unit Ordinance allows second units to be established if they are maintained as affordable units. The Mobile Home Rent Stabilization Ordinance offers mobile home owners an opportunity to participate in a rent stabilization program. The City administers a Unified Housing Rehabilitation Program with Community Development Block Grant (CDBG) and other local, state and federal housing funds. The City also works in cooperation with the private sector, the Housing Authority of Santa Cruz County, and private non-profit housing developers to provide low-cost housing for very-low, low- and moderate-income households.

An August 1992 inventory of publicly-assisted and/or rent-restricted affordable housing units (existing or under construction at that time) identifies a total of 10 inclusionary low and very-low income rental units, 72 owner-occupied inclusionary units, 26 inclusionary "beds" in a senior housing facility, 22 existing accessory units with 10 others approved, 476 federal/publicly-assisted housing units, 196 limited equity cooperative affordable housing units (including the 93-unit El Rio Mobile Home Cooperative, 8-unit Washington Street Cooperative, and 95-unit Neary Lagoon Cooperative), and 587 other units and nearly 100 other "bedrooms" in assisted facilities which have affordability restrictions due to participation in other public funding assistance programs including certain federal programs, the City's rental rehabilitation program, the City's Housing Reconstruction Fund program, and the County's FEMA 403 Program. The grand total of the units listed is 1,524 units/beds, with others approved.

At-Risk Subsidized Housing Projects. Housing Element Law requires the City to include in its element an analysis of units in subsidized housing projects which may be at risk of losing their affordable status within a defined 10-year period consisting of two increments. For the City of Santa Cruz, the period of analysis is defined as from July of 1991 through July of the year 2001, with the first increment being 1991-1996, and the second being 1996-2001. The analysis must include five components:

1. An inventory of all rental units at risk of losing affordability;
2. Cost analysis comparing the replacement cost of producing new housing comparable in size and rent levels vs. the cost of preserving the existing units;
3. Identification of all resources available for preservation activities, including identification of public and private non-profit corporations capable of acquiring and managing existing units, and all financing and subsidy programs available to assist with preservation of at-risk units;
4. Establishment of a quantified preservation objective for the number of at-risk units to be preserved during the first five-year period; and
5. Establishment of local programs for preservation activities.

An analysis conducted in August 1992 indicates that 247 federally-assisted units are at risk of conversion to market rate units through the year 2001. Table H-12 and Appendix 2 in this Housing Element provide an inventory of all rental units at risk of losing affordability.

Table H-12

Low Income Rental Units Subject to Termination of Federal Mortgage and/or Rent Subsidies by 2008

Project Name	Total Units (Total Elderly) FHA	Total Units (Total Elderly) Section 8	Earliest Date of Subsidy Termination FHA	Earliest Date of Subsidy Termination Section 8
Garfield Park (721 Bay Street)	50	19	6-1-2009	5-25-1994 (+5)
Garfield Park (721 Bay Street)	46	0	7-1-2004	
La Posada (609 Frederick Street)	150	122		5-19-1995 (+5)
San Lorenzo Park (134 Dakota)	78	77		6-22-1992 (+5)
Santa Cruz Riverfront (146 Blaine Street)	71	70		9-1-2003
Total	**395**	**288**		

Source: California Housing Partnership, 1992

The federally-assisted project seemingly at most risk of conversion is the La Posada project, therefore it is discussed first below. Discussions of the San Lorenzo Park, Garfield Park, and Santa Cruz Riverfront projects follow.

La Posada. The La Posada 150 unit project is eligible for conversion in the year 1995, or the year 2000 with a 5-year Section 8 Contract extension. This project is of most immediate concern in terms of the required 10-year analysis for this Housing Element.

La Posada was constructed in 1980 under a 221 (D)(4) market rate mortgage provided by the Federal Government. The loan was for $3,927,900 to be paid over a 40-year period at an 8% interest rate. This loan was issued to a for-profit organization for the construction of elderly housing (WAH). WAH requires at least one of the tenants to be age 62 or older. There are no prepayment penalties connected to the loan. Prepayment of the loan does not affect the use restrictions that are attached to the property. The use restrictions for La Posada result from the Section 8 New Construction Opt-Out Contract attached to the property at the time the mortgage was issued. The purpose of the Section 8 contract is to ensure that 122 units (93 studio and 29 1-br) are affordable as elderly housing.

The Section 8 rent subsidy arrangement provides that residents do not pay more than 30% of their adjusted gross monthly income, with the Federal government paying to the property owner the amount of any gap between resident payment and the Fair Market Rent for the unit size. In this way, tenants are assured of affordability, while property owners are assured of obtaining fair market rents for their units. The La Posada Section 8 Contract is due to expire on May 19, 1995, and the property owner will have the option to renew the Section 8 Contract with HUD at this time for an additional 5 year term.

If the property owner decides that it is no longer in the best interest economically to continue the Section 8 contract, then one year prior to the expiration of the Contract the owner must file a Notice of Intent (NOI) with HUD to indicate the intention to convert the units from affordable to market status.

Once a NOI has been filed with HUD, there are a number of steps the property owner must go through to opt-out of the Section 8 Contract. During this process HUD will offer the property owner incentives to maintain the Section 8 Contract. The incentives could potentially include refinancing the mortgage to a lower interest rate, or renegotiating the

rents. If at any point during the process, the property owner fails to complete a step required by HUD, the Contract automatically rolls over for the additional 5-year period.

With regard to La Posada, the risk of the units actually converting appears minimal. The property owner does not intend to opt-out of the Section 8 contract. Because the use restrictions require the project to remain affordable to seniors, it is in the economic interest of the property owner to continue to participate in the Section 8 program and receive fair market rents and a strong occupancy rate. The Housing Authority of the County of Santa Cruz reports that it has more trouble renting elderly units than units available for general occupancy. The rent levels for certain of the "affordable housing programs" senior housing units approach market rate, due to maximum rent methodologies used. The Housing Authority has a difficult time finding tenants who can afford to pay these close-to-market rate rents. Senior units can be vacant for over 60 days. Given this experience, the demand for senior market units appears to be very weak. Most seniors cannot afford market rents. Once seniors obtain a Section 8 assisted unit with guaranteed affordability, they usually stay in those units. Therefore, highest economic return to the property owner would be obtained by staying with the Section 8 or other affordable housing programs, which ensure that fair market rents are obtained, and reduce the time units would be vacant due to insufficient demand for units, tenants deciding to move to other units, and so forth.

Also, the current real estate market is not expected to produce significant increases in property values or market rents by May of 1995, such that market rents would greatly exceed the established HUD Fair Market Rent schedule. Additionally, a significant amount of new affordable senior housing has been constructed recently, including the 35-unit Arbor Cove project, the 44-unit El Centro project, and the rehabilitated 97-unit Palomar project with renewed long term affordability conditions. Seniors would be much more likely to rent affordable units than market-rate units.

The La Posada property owners have stated a commitment to maintain the affordability of the units. The extent and nature of new subsidy sources to ensure this result is uncertain at this point. Analysis in a following section provides a relative sense of the cost of preserving affordability vs. the cost of new construction, as well as potential funding sources.

San Lorenzo Park Apartments. The Santa Lorenzo Park Apartment project contains 77 affordable units occupied by seniors, handicapped and disabled persons. The project was constructed in 1977, and received an 8% mortgage for $1,907,500 under the Federal 221(D)(4) program, and a Section 8 Contract. The property owner would have had to file a Notice of Intent (NOI) by June 22, 1992 if the owner intended to opt-out of the Section 8 Contract. No such NOI was filed. Therefore, the project will remain affordable at least until 1997.

With regard to the level of conversion risk for the San Lorenzo Park Apartments, previously stated intentions and past action on other assisted units on the part of the owner gives the City a sense that the San Lorenzo Park Apartments are not much at risk of transitioning to market rents. The General Manager for the corporation owning the units restated in October of 1992 the property owner's intention to maintain the affordability of the units, in order not to displace existing tenants and to provide a needed affordable housing resource. The property owner would continue with the Section 8 program if it were made available again, or would participate in any other programs made available at the Federal, State or

local level to maintain affordability. Therefore, the City has an objective to preserve all 77 units in affordable status.

Garfield Park Apartments. The Garfield Park Apartment 94-unit project was funded by the Federal 202 Elderly program with a total of $972,340 in mortgages obtained in 1964 and 1969, and with a Section 8 Contract for 19 of the units. Although the property owner could opt-out of the Section 8 Contract for the 19 units in May of 1994, or May of 1999 with a 5-year extension, it is unlikely that this will occur. The mortgages for the units extend until 2004 and 2009, and the use restrictions apply during these terms. Since this entire project is owned by a non-profit group, it is obligated to keep its units affordable for the entire 40-year term of the mortgage. Therefore, the earliest that some of these units could be at risk is in the year 2004, which is beyond the term of analysis for this Housing Element. However, it is useful for the City to be aware of this possibility so that negotiations and arrangements can be started in advance to ensure continued affordability of the units.

Santa Cruz Riverfront. The 70 units at Santa Cruz Riverfront are eligible for conversion in the year 2003, and are not at risk during the time period of analysis.

Other Affordable Units. In addition to the federally-assisted units analyzed above, up to 167 additional units are at risk of becoming market rate units by the year 2001. Sixty-one of these units are at risk during the 1991-1996 time period, with the other 105 at risk during the 1996-2001 time period. The "Rental Loans" portion of Appendix 2 details the expiration dates and types of funding programs used to provide affordability. These units were assisted with a variety of sources, including CDBG, the Federal and State Rental Rehabilitation Program, and the Moderate Rehabilitation Program. The risk of conversion to market rents for these units is considered high, although some property owners may retain the relative affordability of the units due to long-term occupancies and tenant relationships. For the purpose of this analysis, it is assumed that all assisted units in this category covert to market rate. Strategies for maintaining affordability, and relative costs to conserve vs. replace, are discussed below.

Cost of Preserving Affordability. This analysis provides costs for preserving the affordability of assisted housing units of all types discussed above. The Housing Authority has found that the average "gap" between what senior households can afford to pay and fair market rent is about $300 per month. The average gap for family units, about 2 to 3 bedrooms in size, is about $400 per month.

For the La Posada senior housing project, preserving affordability of the 122 assisted units would cost $36,600 per month, or $439,200 per year.

The San Lorenzo Park senior project would cost $23,100 per month, or $277,200 per year.

The Garfield Park senior project would cost $28,200 per month, or $338,400 per year.

The 167 "other" affordable family units (assuming some family and some senior would average about $350/month subsidy required) would cost $58,450 per month, or $701,400 per year. The 61 units at risk during the 1991-1996 time period would cost $21,350 per month or $256,200 per year.

Cost of New Construction. The cost of new construction varies depending on land costs. Also, certain additional costs such as relocation, replacement housing, site clearance and demolition of structures could be involved on any given site. This analysis will assume vacant land to simplify assumptions and provide a low-end estimate of the costs of new construction.

In order to construct a senior housing project, a cost of $75.00 per square foot of building area is estimated, based on Housing Authority assessment of a low-end figure. For the La Posada project, 122 units at approximately 600 gross square feet per unit (including common area etc.) yields 73,200 square feet, which at $75/sq. ft. would cost $5,490,000. Assuming 18% for soft costs adds another $988,200 for a total of $6,478,200 for construction costs, or an average of $53,100 per unit. Land costs averaging about $14,000 per unit (based on about $20.00 per square foot of land) would increase the average per unit cost to $67,100, and a 20% overall contingency would result in a final cost of about $80,520 per unit, just for the development cost. Therefore, the total replacement cost for the La Posada project is estimated to be $9,823,440.

Using similar low-end assumptions about construction and land costs for the other projects at risk during the ten-year period of analysis, replacement costs are estimated as follows:

San Lorenzo Park:	77 senior units; $6,200,040 replacement cost; 1996-2001
Garfield Park:	94 senior units; $7,568,880 replacement cost; 1996-2001
"Other" units:	167 assorted units; $13,446,840 total replacement cost to 2001; 61 units by 1996 would cost $4,911,720.

The above analysis does not include any "profit"/administration costs, and the costs do not include the costs of actually making the replacement units **affordable** to residents. Monthly subsidies on the order of the amounts discussed under the preservation option above would be necessary to achieve similar affordability levels as provided by the existing assisted units.

Clearly, preservation of existing assisted units is preferable to constructing new projects to "replace" the units. It would also be difficult for public or non-profit agencies to acquire the projects, due to lack of adequate resources. The emphasis of the City's efforts described in the Goals and Policies portion of this Element will be on preservation of assisted units.

Resources For Preservation. The following entities would have an interest, and the legal and managerial capability, to acquire and manage assisted housing developments, should funding sources be available to make the efforts feasible. These three organizations are:

1. Housing Authority of the County of Santa Cruz, Santa Cruz
2. Santa Cruz Community Housing Corporation (CHC), Santa Cruz
3. Mid-Peninsula Housing Coalition, Palo Alto

With regard to funding resources, mechanisms and resources available to maintain the affordability of housing projects are limited. The City's primary sources of funding for affordable housing are the Community Development Block Grant (CDBG) program and Redevelopment Agency Tax-Increment Housing Set-Aside Funds. The City also hopes to be successful with its HOME Program funding application to the State, which would provide

funds for affordable housing. There are also other programs which could potentially have limited funds available, as discussed below.

CDBG. The City of Santa Cruz is an entitlement city for Federal CDBG funds, and annually receives between $500,000 and $600,000. During the 1991-1996 time period, it is estimated that approximately $2,750,000 in CDBG funds are granted to the City. City CDBG funds are available for allocation by the City Council on an annual basis. Typically, about 35% of the annual grant is directed to administrative and services activities, but a large percentage of the remaining 65% often is directed to affordable housing activities, such that an average of about $300,000 per year is available for affordable housing. The trend has been to allocate about $200,000 per year toward activities of the Santa Cruz Community Housing Corporation. Therefore, about $1,500,000 of CDBG funds are available for affordable housing activities during the years 1991-1996, with another $1,500,000 between the years 1996-2001.

The city's Unified Housing Rehabilitation Program also generates program income of about $200,000 to $300,000 per year from rehabilitation loan payments and payoffs which generally is used to continue rehabilitation and affordable housing activities. Conservatively, then, approximately $1,000,000 of program income is available to assist with rehabilitation in the years 1991-1996, and another $1,000,000 between the years 1996-2001.

Housing Set-Aside Funds. Approximately $900,000 of tax increment housing set-aside funds will be available during the 1991-1996 time period (early years are committed to assisting the Neary Housing project, with about $200,000 becoming available in the 1994/95 year, and about $500,000 the year after), and approximately $2,500,000 (averaging $500,000 per year) during the 1996 to 2001 time period.

HOME Program. The City has recently received the State's Notice of Funding Availability (NOFA) for the HOME Program. The City plans to apply for $1,000,000 in funding, to be used primarily for rehabilitation purposes. These funds would need to be committed to projects by July of 1994. The City must compete with other non-entitlement cities throughout the State for an allocation of funds, therefore it is uncertain whether the City will actually have funds available to projects located within the City. The City plans to apply for HOME Program funds in each year in which funds are available. Therefore, approximately $3,000,000 could be available during the 1992-1996 time period, and up to $5,000,000 during the 1996-2001 time period.

Other Funding Sources. The City obtained approximately $1,500,000 from the Red Cross after the 1989 earthquake to assist with replacing affordable housing. At the present time, these funds have all been allocated through deferred loans, and funds will not return to the City for approximately 30 years, when the loans are due and payable. Therefore, the Housing Reconstruction Fund (HRF) is a resource during the 1991-1996 time period, and is assisting with the reconstruction of 201 units. The HRF is not considered a resource for the 1996-2001 time period.

The City has also created a Target Area Housing and Relocation Fund which receives local housing in-lieu fees paid by developers who subdivide land but do not construct housing units. The Target Area Fund currently has a balance of approximately $115,000. Approximately $78,000 has been committed to the Cooperativa Vista Del Rio project which

the CHC hopes to construct within the Beach Flats area. This leaves approximately $37,000 available for allocation. An application for $25,000 is currently being processed. If this application is approved, the Target Area Fund would only have $12,000 remaining. Two subdivisions have been approved at the tentative map stage, but have not paid fees because final maps have not been filed. An estimated $300,000 could have been available from this source during the 1991-1996 time period, but at this point it appears that tentative map approvals may be expiring, and financing the projects may be more difficult than the developers had anticipated. Therefore, minimal funds are expected to accrue to this Fund. For the purpose of analysis, no more than $300,000 is estimated for the 1991-1996 time period, and approximately $500,000 for the 1996-2001 time period.

Non-City Funds. The sources mentioned above comprise the extent of City and Redevelopment Agency resources to assist with affordable housing. Other agencies may also be able to obtain resources to address at risk units.

The Housing Authority of the County of Santa Cruz reports that it presently has no resources which it could direct to city affordable housing activities, other than administering the Section 8 contracts which it presently does. The Housing Authority is not allowed to channel any available Section 8 certificates to particular units. The Housing Authority has explored the costs of acquisition, and does not have the resources to acquire projects. At this time, the Housing Authority knows of no other potential sources of funding assistance which could be used to assist with the preservation of at-risk units. However, should programs be developed at any governmental level to address this need, the Housing Authority is available to participate in and implement as necessary and feasible.

Other funding programs which assist with development of affordable housing include the Low Income Housing Tax Credit Program and other State and Federal Programs which are available from time to time. There may be need for the federal and/or state government to create a program(s) specifically providing ways for local governments and housing owners to maintain the affordability of assisted units at risk of converting to market rate units.

The City will work aggressively with private and non-profit housing providers, and with the current owners of assisted housing projects, to pursue state and federal housing resources to the maximum extent feasible, in order to fully explore how to best address at-risk units. Additionally, the City will attempt to the extent feasible to apply local housing resources to at-risk projects in an attempt to maintain affordability. Owners of locally assisted housing units will be contacted well in advance of termination of affordability, to discuss any rehabilitation or other needs of the housing projects, which may lead to agreements for extended periods of affordability. A variety of City efforts which will be made to assist with the preservation of assisted units are detailed in the Goals and Policies section of this Element.

C. REVIEW OF THE 1987 HOUSING ELEMENT

State housing element law requires each jurisdiction to review progress made on the policies and programs specified in the previous Housing Element. This section describes the policies and programs contained in the 1987 Housing Element, and reviews efforts made by the City of Santa Cruz and other parties to accomplish them.

1. 1987 Housing Element Goals, Policies and Programs

Goal:

A goal for Santa Cruz is to provide quality residential life by maintaining and improving the existing housing stock and, by providing clear housing policy direction to ensure that new housing is the type needed, that it is properly located and timed, and that public facilities are available. This goal provides for the special housing needs of low-income families, elderly and handicapped persons, and students.

POLICY A: Require that new residential development provide a choice in housing type and density suited to the needs of the locally employed, the elderly and students.

Program 1: Use the land use map of the General Plan as a policy statement on current as well as future residential development. It should indicated housing location, type, and minimum /maximum densities.

Program 2: Use the project review process of the Growth Management Program to provide for identified local housing needs as identified in the Housing Element.

Program 3: In preparing area plans, study the opportunities for intensifying residential land uses in already developed areas, including downtown, along major streets, and around commercial development without adversely affecting the character of existing neighborhoods. Identify locations suitable for cluster development, duplex development, and mixed land uses, including the combination of residential with commercial and industrial development.

Program 4: Use specific plans and planned unit development regulations to refine land use policy and to encourage residential development sensitive to unique environmental setting.

Program 5: Prepare an area plan and impact analysis for the lands known as the Antonelli/Swenson /Wolfsen properties, identifies as a "special area" on the land use map. The plan shall provide guidance for a mixed residential/industrial planned development.

POLICY B: Enhance the liveability of residential areas through land use regulations and the provision of public facilities and services to meet the needs of each neighborhood.

Program 1: Retain the unique and historic character of residential areas designated in the Historic Preservation Plan and protect them through the use of historic preservation district designations and the preparation of area plans.

Program 2: In area plans, make local streets more accessible and desirable for neighborhood uses through landscaping and the use of traffic control devices such as diverters and cul-de-sacs.

Program 3: Through traffic in residential areas should be directed to arterial streets.

Program 4: Provide for neighborhood and convenience stores within walking distance of residential areas. Determine their locations through the area planning process.

Program 5: The neighborhood commercial area at High St. and Cardiff Place is intended for a mixed residential/neighborhood commercial development.

Program 6: Provide adequate parks in accordance with the Parks Plan, by budgeting for them through the Capital Improvements Program.

Program 7: With new development, require developers to share with the community the responsibility of ensuring adequate public facilities will be provided to serve the increased community need.

Program 8: Provide branch library facilities according to need and economic feasibility.

POLICY C: Provide housing opportunities for all residents of the City, including the disadvantaged, elderly on fixed incomes, handicapped, low- and moderate income families and students.

Program 1: Address special housing needs of the City through the Housing Element of the General Plan and the Housing and Community Development Housing Assistance Plan.

Program 2: Through the development of new units and/or the retention of existing rental units maintain a balance between rental housing opportunities and home ownership.

Program 3: In area plan preparation, identify possible affordable housing project locations and designate alternative sites for such development in each area plan.

Program 4: Develop programs to provide a density bonus or other incentive to be granted to developments that include a substantial portion of affordable units to average and below average income households.

Program 5: Evaluate the suitability of vacant parcels close to urban services for the provision of medium and high density residential development capable of providing housing for low and moderate income people.

Program 6: At least 15% of those new housing units constructed for sale or rent each year shall be capable of purchase or rental by Santa Cruz residents with average or below-average incomes.

Program 7: Expand upon existing housing programs and develop new methods that provide incentives and sanctions for the development of housing for the disadvantaged through the use of innovative programs including, but not limited to, advanced land acquisition, density bonuses, inclusion of low and moderate income housing in new residential developments, redevelopment and other programs.

Program 8: Continue the development and refinement of housing rehabilitation programs along with other programs designed to provide and maintain affordable housing.

Program 9: Expand upon programs such as Rental Information and Mediation Service to address the symptoms resulting from overall housing market problems.

Program 10: Make maximum use of public and private resources to help solve special housing problems.

Program 11: The University should take active steps to encourage as many students as possible to live on campus and seek to attain a 50/50 ratio of on-campus/off-campus student housing. Cabrillo Community College should also take steps to provide housing for its students on or near its campus. Further, the University and Cabrillo College should undertake cooperative efforts with the City of Santa Cruz to provide off-campus services.

2. Actions Implementing the 1987 Housing Element

The 1987 Housing Element resulted in a number of programs designed to implement its policies. Many of the City's actions allowed it to meet more than one of its policies and programs, therefore, they have been grouped by program action rather than by policy or program. In general, the City of Santa Cruz has been very successful in meeting the objectives established by the 1987 Housing Element. The City's Housing Advisory Committee continued to meet monthly, along with an ex-officio UCSC representative, to discuss housing policy matters. The City's housing program staff continued to administer the Unified Housing Rehabilitation Program, apply for state and federal housing funds, award funds to various housing projects, and work with and assist public and private non-profit housing and social service groups in accomplishing mutual housing program and project goals.

a. Neary Lagoon

The Neary Lagoon projects provided 95 one-, two- and three-bedroom units affordable to very low-income households (Neary Lagoon Housing Cooperative -- a limited equity cooperative) and 35 units for low-income seniors (Arbor Cove). The projects were developed by the Santa Cruz Community Housing Corporation (CHC), a non-profit housing development corporation. The City provided assistance to this project as described below.

Land — the City leased the land to CHC for a 60-year term at a nominal fee.

Encumbrance — the City allowed the encumbrance of the land as collateral for financing the project through other private and public lenders.

Community Development Block Grant (CDBG) — the City committed $143,750 of CDBG funds for "soft costs" associated with project design and development. Additional funds have been committed each year to pay CHC's administrative costs and project planning costs.

Tax Increment Funds — the City committed $300,000 for project planning and $1.1 million toward financing of the Neary Storm Drain Project.

Fee Waiver — the City assisted the project by waiving water, sewer, planning and building permit fees amounting to $506,150.

HUD Construction Grant — the City applied for and received a $1,684,019 HODAG grant from HUD for the construction of the Neary Lagoon Cooperative project.

Red Cross Earthquake Relief Fund/City Housing Reconstruction Fund — a low-interest (3%) construction loan of $320,000 was made to the Neary Lagoon Cooperative project.

Construction Management — the City provided over $175,000 to fund professional construction management services and Davis-Bacon wage-monitoring services during the construction phase of the Neary Lagoon Cooperative project.

Staff - the City provided staff assistance to facilitate the permit processing and development phase of the Neary Lagoon Cooperative project, including administration of the HDAG grant.

b. Housing Rehabilitation Program

The City funds and administers the Unified Housing Rehabilitation Program to assist low-income homeowners and owners of rental property which serves low-income tenants with preserving the community's existing stock of low-income housing, consistent with several goals and policies contained in the 1987 Housing Element. The Program offers low-interest loans to rehabilitate substandard property containing health and safety hazards, and which cause blight in the surrounding area.

Payments on the loans can sometimes be deferred for 5-year periods, or longer for elderly persons. Program administration is funded by the City's Community Development Block Grant (CDBG) Program, and most loan funds are also CDBG funds, although other local, state and federal funds are also used from time to time, such as the HUD and State Rental Rehabilitation Programs, the city's Red Cross/Housing Reconstruction Fund (HRF) Program, and the federal FEMA 403 and Section 8 Moderate Rehabilitation Programs. For some projects, as with certain of the FEMA 403 and Mod Rehab projects, which were actually Santa Cruz County and Housing Authority administered programs, city rehabilitation program staff provide various levels of technical assistance to ensure the success of the project.

From 1987 to April 1991, the City made $757,500 in loans and was responsible for the rehabilitation of 313 units through the Unified Housing Rehabilitation Program. Many rehabilitation projects involve some degree of weatherization, in order to conserve energy and thereby stabilize or reduce home energy costs, consistent with 1987 Housing Element policies.

c. Palomar Hotel Restoration

The Palomar Hotel is a 97-unit Single Room Occupancy (SRO) Hotel providing 100% affordable housing for its senior tenants. Prior to the 1989 earthquake, the City made the owner a 2% loan of $153,000 to improve the structure and maintain its viability for low-income housing. An additional loan of $150,000 was made after the Loma Prieta earthquake to repair damage. Both loans were funded with CDBG rehabilitation funds.

d. Housing for Independent People (HIP)

The City provided $105,000 of CDBG money to HIP, a non-profit agency serving special needs populations, to assist with development of low-income housing for persons with disabilities.

e. Rental to Cooperative Housing Conversions

The City provided the Community Housing Corporation with $200,000 to assist with the purchase, rehabilitation and conversion to cooperative ownership of two projects

(Washington Street and El Rio Mobile Home Park) totaling 108 units. CDBG funds were used for these two projects.

f. River Street Homeless/Emergency Housing Shelter

The City provided $150,000 of CDBG funds to purchase and rehabilitate the River Street Shelter to provide overnight housing for up to 32 people needing emergency shelter.

g. Redevelopment Areas

Following the 1989 earthquake, the boundaries of the Redevelopment District were expanded, increasing the area contributing toward redevelopment tax increment funds, and thus providing a larger base for contributions to the required tax increment 20% housing set-aside funds. The Redevelopment Agency has committed over $1.1 million of these funds toward assisting with necessary off-site improvements required of the Neary Lagoon Housing Cooperative project (the Neary Storm Drain Project).

h. Density Bonus Units

Since the approval of the 1987 Housing Element 30 units of density bonus housing have been approved.

i. Inclusionary Zoning

The Inclusionary Ordinance requires all new residential projects, of five or more units, to provide 15% of the total units affordable to average- and below-average-income households. A total of 95 affordable units have been built under this program since adoption of the 1987 Housing Element. For projects which consist of subdivision only and not construction, an in-lieu fee option is provided. The City has established an In-Lieu Fee Housing Trust Fund to receive these fees, and funds are used to non-administrative costs of implementing the city's affordable housing objectives. In May of 1991, the City Council directed that, for a 5-year period, these funds would be directed toward a newly-created Target Area Housing and Relocation Assistance Fund, which targets a flexible source of funding to achieve rehabilitation and low-income housing construction goals in the city's most needy and blighted area, as part of the city's multi-faceted Target Area Program.

j. Amended Accessory Dwelling Unit Ordinance

The Accessory Dwelling Unit Ordinance was amended to allow the construction of two-story accessory dwelling units and accessory units over a garage under certain circumstances. A total of twelve new accessory units have been built since 1987. This new Housing Element contains provisions to re-evaluate the accessory unit ordinance and make changes so that a greater number will be built in future years.

k. High-Density Overlay District

This ordinance allows the development of housing in the downtown area over commercial uses at densities exceeding the previous limit of 27 units per acre. The ordinance allows the development of a maximum residential floor area ratio of 2.0 in addition to any commercial

component of a project, making allowable residential floor area the lot area multiplied by 2.0 (or up to 2.5 with density bonus provisions).

l. Amended Parking Requirements

The Municipal Code was amended to allow downtown housing developments to use off-site parking provided by the City's parking district to meet parking requirements for a project. This increases the site area that can be used to develop housing. The amended parking requirements also decreased the parking requirement for projects with low-income seniors.

m. Single Room Occupancy (SRO) Standards

The City has drafted amendments to its zoning code allowing the construction of SRO developments as conditional uses in commercial or industrial, and in some residential, districts. These code amendments are expected to be taken through the public hearing and adoption process in the Winter of 1992/93.

n. Housing in the General Industrial District

The Zoning Ordinance was amended in 1989 to allow residential development in the General Industrial District as a conditional use.

o. Senior Network Services

Since 1987, the City has allocated over $50,000 of CDBG funds to the Senior Network Services Shared Housing Program to help match senior citizens in need of suitable housing with those who can provide it.

p. Legal Aid Society

Since 1987, the City has allocated over $500,000 of CDBG and Community Grants funds to the Housing Law Center of the Legal Aid Society of Santa Cruz County to help provide housing law counseling to low-income persons.

q. Mobile Home Park Conversion Ordinance

The City has adopted a Mobile Home Park Conversion Ordinance requiring a special use permit for any mobile home park conversion. As part of the application for the permit, the applicant must provide a relocation plan including relocation assistance for full-time, low- and moderate-income tenants.

r. Seismic Bolting Retrofit Program

Following the 1989 earthquake, funds became available from FEMA for Hazard Mitigation Grants. The City applied for and received a $300,000 grant for structural reinforcement of older dwelling units with private and/or non-federal funds providing a match for this grant, for a total of $600,000 to be used for the program. The County also applied for and obtained over $9 million dollars of Hazard Mitigation Funds to be used for similar activities, and is making these funds available countywide. While units located in the City of Santa

Cruz are now able to use the County's retrofit program, the City does plan to initiate its own program in the Fall of 1992, likely with an additional 20% grant to property owners from the city's own Earthquake Relief Fund, thus providing property owners with a total 75% grant for seismic retrofit work.

s. New Housing Construction and Housing within the Coastal Zone

Data provided by the Planning Department shows that approximately 812 housing units were constructed from January 1, 1987 to January 1, 1991. Of these, approximately 300 units were developed in the Coastal Zone, and of these 150 were affordable units, including 130 in the Neary Lagoon and Arbor Cove projects. Additionally, approximately 25 low- and moderate-income serving units were demolished and replaced within the Coastal Zone between 1987 and 1991.

t. Mortgage Credit Certificate (MCC) Program

Twenty-two (22) certificates have been issued to assist low and moderate households with home ownership.

u. Housing Reconstruction Fund (HRF)

After the 1989 earthquake, the American Red Cross funded a city loan program to provide funds to rebuild low-income affordable housing that was damaged by the 1989 earthquake. The total amount loaned was $1,500,000. Of that sum, 90% was reserved for real construction, engineering and architectural costs. The remaining 10 percent was set aside for pre-development loans for finance charges, development fees, administrative costs, and other soft costs. These funds have been allocated to assist with the reconstruction/ construction of 124 units in the St. George, 45 units in the El Centro, 8 units in the La Playa project, and 24 units in the Colonial project. Funds were also loaned on a short-term basis to the Neary Lagoon housing project, allowing for progress on that project in the interim before the other HRF projects required their funding.

v. FEMA 403 Emergency Relief Fund

As a result of the 1989 earthquake, the City obtained $2,078,522 in FEMA 403 Emergency Relief Funding. These funds were used by the City for very-low, low to moderate income housing needs groups including: the mentally disabled, homeless, persons served by the Santa Cruz Aids Project, persons served by the Women's Crisis Support Center, and seniors groups. These funds have resulted in the rehabilitation of 146 units and an additional 129 bedrooms.

w. Condominium Conversion Ordinance

A Condominium Conversion Ordinance regulates the conversions of apartments to condominiums and prohibits conversions if the City's vacancy rate is less than five percent. An exception is a provision allowing conversions if 67% of the existing tenants buy their units and 20% of the total units are purchased by low-income tenants. No units have been converted during the tenure of the 1987 Housing Element.

x. Residential Demolition/Conversion Authorization Ordinance

A Residential Demolition/Conversion Authorization Ordinance regulates the demolition or conversion of housing if it is a low-income housing resource. If loss of low-income housing is a result of an application to demolish or convert, the approval is conditioned upon both replacement requirements and relocation assistance. There is an in-lieu fee alternative to building replacement housing.

y. Discrimination Ordinances

In addition to refining and improving existing housing discrimination provisions in the city's Housing Code, the City of Santa Cruz also adopted in 1992 a comprehensive Anti-Discrimination that is on the forefront of such ordinances throughout the nation.

City ordinances prohibit refusal to rent or lease a housing accommodation to a household with minor children, prohibit housing and employment discrimination based on a variety of other factors, including race, religion, gender, family composition, marital status, sexual orientation, and other arbitrary factors. With regard to occupancy levels, city ordinance prohibits refusal to rent or lease accommodations based on household size, as long as household size does not exceed that permitted by the Uniform Housing Code.

z. Rental Security Deposit, Tenant Relocation Assistance, and Tenant Notification Ordinances

All of these ordinance provisions have been strengthened and improved in the past year. The Rental Security Deposit Ordinance requires that interest be paid on all security deposits held for tenants. Interest paid is established by resolution by the City Council in accordance with prevailing interest rates. Interest earned is payable to the tenant once a year either as direct payment or credit against the tenant's rent.

The tenant relocation assistance ordinance provides a relocation payment and a right of first refusal to tenants who are displaced from substandard and uninhabitable dwelling units, or from illegal dwelling units. The amount of the payment is either two or three months (depending on whether 30-day notice to vacate is given) fair market value rent for the size of the unit, as established by HUD.

The tenant notification ordinance requires property owners to give tenants notice of impending sales and to provide information about how tenants might purchase the property.

aa. Mobile Home Rent Control/Resale Ordinance

In 1992, the City enacted a Mobile Home Rent and Sale Stabilization Ordinance. The Ordinance limits the annual amount park ownership may raise space rents. The Ordinance also limits the resale price coach owners can receive for the sale of their units. This approach is intended to be equitable to both parties — and to best achieve the City's primary public objective, the preservation of moderately-priced housing opportunities.

ab. Section 8 Moderate Rehabilitation Program

The Housing Authority of the County of Santa Cruz was awarded 173 units of Section 8 moderate rehabilitation certificates in 1991. City CDBG housing rehabilitation funds and technical assistance is being provided to those projects located in the City and selected by the Housing Authority. Some projects are receiving city low-interest rental loans as well as Section 8 assistance through the Mod Rehab program, and all projects within the City are receiving technical assistance and construction monitoring from city rehabilitation program staff. More than 45 units are presently being assisted.

D. HOUSING NEEDS

Housing needs result when the number of housing units available do not match market demands, or particular circumstances limit the ability of the market to provide the type and/or amount of housing that will best serve the population. State housing element law requires an assessment not only of available housing sites sufficient to accommodate a projected number of needed housing units, but also of any special housing needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.

Several housing needs have been identified and analyzed in this section and then used to establish a basis for the Housing Element's goals, policies and programs.

1. Regional Fair Share Housing Needs

Definition of Fair Share Need. Based on demographic data provided by the State Department of Finance, the State Department of Housing and Community Development, in consultation with regional councils of government (COG's), establish regional housing needs for all regions of California, so that together, the statewide housing needs can be provided for. After the regional housing need has been established, the regional COG's then disaggregate the regional numbers to each city and county within the region. The distribution of regional housing needs takes into consideration market demand for housing, employment opportunities, the availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, the loss of units contained in assisted housing developments, and the housing needs of farmworkers. Each city or county is then required to make adequate provisions to allow the opportunity for construction of sufficient units to meet its identified share of the regional housing need, by income category.

AMBAG Regional Housing Needs Plan. For Santa Cruz and Monterey Counties, the Association of Monterey Bay Area Governments (AMBAG) is the regional council of government responsible for assigning each of the cities and counties within the region with its fair share allocation of need, by income category. AMBAG accomplished this task via its Regional Housing Needs Plan adopted in June of 1990.

Based on the State allocation of statewide growth to the region, AMBAG has established that Santa Cruz must designate and zone sufficient lands to accommodate 2,230 new units from January 1, 1989 to July 1, 1996. It is the City's responsibility to provide adequate lands to meet the identified housing needs of all income groups, in order to allow the opportunity for those units to be constructed by public and/or private sector housing providers. Actual construction then occurs based on factors such as market conditions, available resources, and financial feasibility.

City of Santa Cruz Fair Share Housing Needs. In order to provide sites for housing so that all income groups have an opportunity to live in Santa Cruz, AMBAG distributes the City's 2,230 unit allocation into four categories. State law provides that the distribution shall seek to reduce the concentration of lower income households in cities or counties which already have disproportionately high proportions of lower income households, to avoid concentrations of particular income groups. For this reason, AMBAG's allocation by income category actually provides that Santa Cruz has more of a need to provide above-

moderate housing than low- income housing. However, cities are permitted to direct their primary energies to accomplishing low- and very-low income units, while ensuring that adequate opportunity exists for moderate and above-moderate income housing. The 1989 - 1996 fair share goals by income for the City of Santa Cruz are provision of adequate sites to accommodate: 176 very low-income households, 142 low-income households, 472 moderate-income households and 1,440 above-moderate income households by 1996 (see Table H-13). While the City will be able to accommodate the housing needs of all income groups in terms of land and infrastructure, it will focus upon the need for housing affordable to low- and very-low income households.

Table H-13

AMBAG Fair Share Housing Needs
Household Income Groups
City of Santa Cruz
1989 (Estimated) and 1996 (Projected)

	1989 Units by Income	1989 % Distribution by Income	1996 Goals by Income	1996 %* Distribution by Income
Very low	6,214	32%	176	30%
Low	3,388	18%	142	16%
Moderate	3,760	19%	472	20%
Above moderate	6,003	31%	1,440	34%
Total	**19,365**	**100%**	**2,230**	**100%**

*Percentage of total units in 1996.

Source: "Regional Housing Needs Plan", AMBAG, June 1990

Relationship to 1992 AMBAG Projections. AMBAG has also recently completed and adopted (May, 1992) a regional population and employment projection study. This study was also done for the two-county region, and projected population for the year 2005 based on employment and student enrollment projections, among other factors. This study projects a need for 2,497 housing units in the City of Santa Cruz by the year 2015. The 2,230 units which comprise the 1996 fair share allocation represent roughly 89% of the estimated 2,497 housing units needed by 2015 to meet AMBAG's projected housing needs. Primary factors contributing to AMBAG's lower projections for the City of Santa Cruz include the closure of Fort Ord, which is anticipated to shift future growth more to Monterey County due to greater availability of land and economic development efforts, as well as post-earthquake effects on Santa Cruz' economic development and limited land availability within the City.

While AMBAG's 1992 projections are not relevant for this Housing Element, they do relate to the 1990 - 2005 General Plan as a whole, and may provide a context for the fair share allocations to be addressed in the 1996 - 2001 Housing Element. In the interim, the City of Santa Cruz has every intention of providing adequate sites to meet its fair share goals, and of continuing its aggressive efforts to provide for affordable housing needs.

Identification of Adequate Sites to Meet Identified Housing Needs. In conjunction with the 1990 - 2005 General Plan, the City of Santa Cruz made adequate provision for accommodating its 2,230 unit fair share allocation, and for the identified needs of each income group. See Appendix 1 to this Housing Element for a detailed description of the inventory of vacant and underutilized land located within the City. This inventory reflects the rezonings that are being recommended and processed along with the General Plan. The inventory shows that a total of 2,490 housing units could be accommodated within the City of Santa Cruz, which exceeds the fair share goal by 260 units. 2,030 of these units would occur on vacant lands, and 460 of the units would occur on currently underutilized lands which are expected to transition to other uses prior to 1996.

2. Equal Housing Opportunity

The promotion of equal housing opportunities and accessibility is an important area of focus in a community's housing element, and the ability of any community to establish and maintain high standards for fair housing practices is dependent upon strong legislative laws and policy direction. Chapter 21 of the City of Santa Cruz Municipal Code prohibits discrimination against any person on the basis of race, color, creed, religion, national origin, ancestry, disability, marital status, sex, sexual orientation, personal appearance, pregnancy or tenancy of a minor child. In Santa Cruz, there is little evidence to suggest any pervasive or consistent pattern of discriminatory housing practices. Very few complaints have been filed against landlords or property owners regarding alleged acts of housing discrimination. No such complaint has ever led to prosecution or conviction under the law.

However, there may exist practices which unintentionally result in housing discrimination. A representative of the disabled community has spoken about a need to diversify ways for the disabled to learn about what their rights are. Especially for the disabled, more effort should be made to inform and teach about fair housing laws and how to establish tenancy. One of the main discriminations for the disabled community is the assumption made about ability to pay. There is also sometimes a perceived liability issue. The issue of appropriate facilities is also an issue for certain type of disabilities. Education of landlords and others needs to occur so that unintended discriminatory practices, such as CHC's initial "wait in line" approach for the Neary housing units, are not used.

To facilitate reduced discrimination, the City could create a registry of public and private units suitable for different types of disabilities, and create models and examples for advertisements, rental policies, and application approaches, and other programs of this nature. Specific policies and procedures which have been reviewed by and found acceptable to the disabled community perhaps could be mandated whenever an entity receives public funds. Specific procedures are needed; not a simple statement that says "we don't discriminate", when actually policies and practices may indeed be unintentionally discriminatory. The City's Housing Advisory Committee has expressed an intention to work on these issues during 1993, perhaps with the City's Accessibility Committee. Both Committees are staffed by the Department of Planning and Community Development.

3. Special Needs Housing

Some population groups such as the elderly, physically disabled, chronically ill, mentally disabled, large families/overcrowded households, agricultural workers, students, single-

parent households and homeless persons have special housing needs that may not be addressed by the conventional housing market. The greatest need of these groups is for affordable housing. Secondary needs are for specialized housing as summarized below:

1. **Elderly** adults have physical design requirements and assisted-housing needs.

2. **Physically Disabled** persons need affordable housing meeting accessibility and other physical design requirements, and transitional accommodations with accessible support facilities.

3. **Chronically Ill** persons need special housing accommodations in later stages of an illness when the person is no longer able to work and cannot find affordable housing accommodations.

4. **Mentally-Disabled** persons need small affordable housing located near support facilities.

5. **Large/Overcrowded Households, Agricultural Workers, Students, and Single-Parent Households** need affordable housing that is adequately sized and can accommodate lifestyle choices and requirements.

6. **Homeless** persons need emergency and transitional facilities to accommodate them and assist them with integration back into the housing market.

Each of these special needs groups is discussed below.

a. Elderly

In 1990, the City's **elderly** population consisted of 4,940 persons over age 65 (10.1% of the city's population). Also, approximately 3,717 households (20.5% of all households) included adults over age 65, and of all households, 9.2% were single-person households with a person over age 65 (see Table CP-12). In 1980, a total of 570 (1.4%) adults over 65 had incomes below the poverty level. The 1990 Census revealed that 376 persons age 65 or older had incomes below the poverty level, representing 7.6% of the senior population (see Table CP-21).

Households with elderly adults, especially single-person households, have special housing needs. The elderly, as other special needs groups, are at risk of homelessness or displacement due to fixed-incomes and rising rents. Those over age 65 are more likely to be dependent on public transit to get around the City. Also, many elderly adults have special housing design needs such as grab bars, ramps instead of stairs, and easily-operating door knobs and fixtures. Access to dietary assistance is also a locational and/or financial factor.

Prior to the 1989 earthquake, a fairly stable elderly population resided in the City, although the proportion of elderly had been slowly declining within the city. Earthquake damage or condemnation of three major elderly housing structures (the St. George, the Palomar, and the Casa Del Rey) affected the elderly population significantly. At this time, however, the

Palomar has been rehabilitated and available for occupancy since the Spring of 1991. The 124-unit St. George is being reconstructed and will include 87 subsidized low-income units.

Table H-14

Subsidized Senior Housing Projects

Sunshine Villa	80	Front Street	26 beds
Garfield Park	721	Bay Street	94 units
San Lorenzo Park	134	Dakota Avenue	78 units
La Posada	609	Frederick Street	150 units
Palomar	1344	Pacific Avenue	97 units
The Gardens	1410	Ocean Street	49 beds
Under construction:			
El Centro	1110	Pacific Avenue	44 units
Arbor Cove	80	Blackburn Street	35 units

Source: City Planning Department, 1990

The 35-unit Arbor Cove project is under construction and scheduled for occupancy in the Fall of 1992. There have been no plans for replacement of the Casa Del Rey. See Table H-14 for subsidized senior housing projects existing in the City.

It should be noted that the proportion of elderly households living in the City has been declining over the past twenty years. Whereas the 1980 Census revealed that 22.4% of the population at that time was age 55 or more, the 1990 Census documents a 7% decline, with only 15.4% of the City population age 55 or greater in 1990.

Marketing efforts for the 35-unit Arbor Cove senior affordable housing project have shown that, while a sufficient number of qualified seniors have applied for residency to fill the project, a great demand as might be evidenced by a very long waiting list has not occurred. With regard to senior "for sale" units, the Housing Authority of the County of Santa Cruz reports difficulty in finding seniors to buy available senior-only units which are affordable and available to low income seniors. It is believed that this occurs because the seniors which might want to occupy such units are not so interested in buying real estate at age 62, the defined "elderly" threshold, and have trouble paying the housing costs, even at the restricted level. Therefore, the primary issue related to elderly or senior housing is again the issue of basic affordability. Additionally, there should be an emphasis on rental rather than for sale elderly housing.

The City's approach to meeting the housing needs of the elderly population includes making provision of adequate lands for a variety of senior housing types (market rate and subsidized rentals, congregate living facilities, residential care facilities, accessory units, shared housing and mobile homes), requiring design features for the elderly, and decreasing parking requirements for senior projects to encourage the provision of more housing.

The City provides CDBG funds to Senior Network Services, a shared housing resource for low income seniors. The City provided the lands on which Arbor Cove is being constructed. The City has provided CDBG loans to the Palomar facility. The City has adopted a Mobilehome Rent Stabilization Ordinance. The City approved permits for the FEMA 403 "Gardens" project, a subsidized senior residential care facility. The CDBG Rental Rehabilitation Program has made many elderly deferred rehabilitation loans, by which funding and technical assistance is provided to low income seniors, and for which no loan payments are required until the property changes ownership.

The primary need of seniors at this time appears to be one of affordability. Therefore, in addition to existing efforts and programs, meeting senior housing needs is proposed to occur through efforts to increase the supply of housing generally, thus dampening price escalation. This is done by designating adequate lands to meet housing needs, by removing governmental barriers to housing construction, and by continued aggressive affordable housing activity. There may also be a need to encourage creation of very affordable, relatively small, rental units located and arranged in an environment supportive of senior housing and locational needs.

b. Physically Disabled

In 1982, approximately 5.0% of the County population had some type of physical disability. Table H-15 shows percentages of persons with physical and mental disabilities in the County of Santa Cruz. This population is at risk of homelessness because of limited incomes. This population also faces limited housing opportunities due to a lack of physically accessible units. Requirements for handicapped fixtures in appropriate percentages of all housing units and a range of transitional housing facilities are needed.

Table H-15

Persons with Disabilities
County of Santa Cruz (Incorporated and Unincorporated) and State of California, 1982

	County of Santa Cruz		State of California	
Blind	40	< 1%	13,610	< 1%
Deaf	90	< 1%	11,700	< 1%
Other Sensory	480	4%	39,730	2%
Cardiovascular	1680	13%	264,520	16%
Respiratory	850	6%	109,400	6%
Digestive	390	3%	54,970	3%
Mental Retardation	730	6%	79,190	5%
Alcohol/Drug	730	6%	81,100	5%
Emotional Problems	590	4%	113,750	7%
Muscular/Skeletal	5620	42%	676,800	40%
Neurological	820	6%	107,220	6%
Other Conditions	1210	9%	154,300	9%
Total	**13,230**	**100%**	**1,706,290**	**100%**

Source: State of California, Department of Rehabilitation, April 1982

The number of physically disabled heads of households is unknown. In 1990, there were approximately 32,583 working-age adults in the City of whom 3,257 (10%) suffered from work disabilities.[23] Of these, 269 worked and 2,988 were prevented from working (see

[23]The Census Bureau defines a work disability as an employment limiting health condition lasting longer than six months.

Table H-16). It is also unknown at this time what portion of Santa Cruz' housing supply is accessible to the physically disabled. Federally subsidized housing projects must contain units with features that provide for the needs of the disabled, and the City checks building plans to ensure they provide for proper access. Large rental apartment complexes must also ensure that one in 20 apartments is accessible to physically disabled persons, however these units are often not occupied by physically disabled persons.

There is a need to better facilitate the provision of handicapped-accessible units to the disabled community. The City plans to develop a program to establish an inventory of such units, and work with organizations representing the disabled in order to provide a matching service.

Table H-16

Non-Institutionalized Persons with Disability in 1990
City of Santa Cruz

Work Disability[1] (ages 16-64 only)	**3,257**
In labor force (with disability)	269
Not in labor force (with disability)	
Prevented from working	2,939
Not prevented from working	49
No work disability	32,583

[1] An employment-limiting health condition lasting longer th an six months.

Source: 1990 Census.

c. Chronically Ill

The chronically ill, including persons with the HIV virus or Acquired Immune Deficiency Syndrome (AIDS), are a growing special housing needs group. The Santa Cruz County Health Department has determined that, in 1992, 167 persons had AIDS, and by 1994 323-388 persons will have AIDS. The need for special housing accommodations occurs in the later stages of an illness or when the person is unable to work and cannot afford the cost of housing.

The Santa Cruz AIDS Project (SCAP) estimates that by 1994 approximately 102 AIDS patients will be at risk of homelessness. Meeting the housing needs of the chronically ill will depend on ensuring the availability of affordable housing to persons of very-low income and, for those with AIDS, ensuring that policies prevent housing discrimination on the basis of disability. Special building design needs are similar to those required for physically disabled persons. The City currently has one property serving as a shared-housing facility for six persons diagnosed with the HIV virus.

In addition to creation of special housing facilities as may be feasible, the City of Santa Cruz can best address the needs of the chronically ill by striving to create very affordable housing units in close proximity to social services and medical facilities.

d. Mentally Disabled

Persons with mental disabilities include the mentally ill and those with various types of mental incapacitation or retardation. It is estimated that approximately 3% of the populations of major industrialized nations fall victim to major mental illness. In 1990, between 1,150 and 1,650 mentally ill persons were either without housing or had need for

more appropriate housing in Santa Cruz County. The County Mental Health Services Agency estimated that at least one-third of this need is within the City, translating into a housing need for 380 to 550 mentally ill persons.

In 1990, the Shelter Project estimated that 35% of the homeless persons were mentally disabled. Mentally ill and dual-diagnosed patients (mentally ill and substance abusers) have been identified as the second largest group within the homeless population needing housing accommodations. The County Mental Health Housing Plan for 1990 projects a more than doubling of the mentally disabled homeless population by 1992, indicating a critical need within the County.

Current treatment and support services can enable most persons with mental illness to manage their illnesses. However, treatment and support services are ineffective when a mentally ill person is homeless or living in an inappropriate situation. Since most mentally ill are single adults, single-person housing units with cooking and bathroom facilities are typically the most appropriate housing. Social services, nearby communal spaces for socializing, and proximity to transit are also important. However, the most important housing-related need of the mentally disabled is the availability of affordable housing.

The particular needs and various levels of care required for persons with psychiatric disabilities are described below. See Table H-17 for an inventory of mental health housing within the City. The units within the City comprise 65% of all residential care facilities in the County and 57% of all Stepping Out housing for the County.

Table H-17

Mental Health Housing — 1990
City of Santa Cruz

Residential Care			Other Mental Health Stepping-Out Housing (Supported)		
47	beds	*Downtown Manor*	6	beds	*Mission Street*
10	beds	*Vera's*	7	beds	*Water Street*
7	beds	*The Gardens*	8	beds	*Van Ness Avenue*
			6	beds	*Bixby House*
64	**Total**		4	beds	*Melton Street*
			5	beds	*Laura Lane*
			36	**Total**	

Source: City Planning Department

1. Residential Care Housing: Licensed by the State Department of Community Care; provides minimal support and supervision (no treatment) utilizing individual client's SSI funds for payment.

2. Transitional Residential Care with 24-Hour Staff: Licensed group home, requires mental health subsidy. Costs (gross) average $80.00 per day. Beds range from six to 50 per facility. Staffing for this level of care is primarily rehabilitation staff, both

licensed and non-licensed. SART (Sub-Acute Residential Treatment) is this type of program.

3. "T House" (Transition House run by STEPPING OUT): 12 hours of on-site mental health counselor support per day for a ten-bed residential setting. Costs (gross) average $34.00 per day. Provides moderate level of support. Not licensed.

4. Support House (sometimes called Satellite Housing): This level of housing has only four hours of on-site support per week and is usually shared housing (i.e., one house with several bedrooms). This type of housing is best in small units of three to five people. Larger groups are hard to keep stable.

5. Small, Very Affordable Rental Units: There is a need for small rental units affordable to persons on SSI who have the need, desire and ability to live independently.

In addition to creation of special housing facilities as described above as may be feasible, the City of Santa Cruz can best address the needs of the mentally disabled by striving to create very affordable housing units in close proximity to social services and medical facilities.

e. Large or Overcrowded Households

Table H-18

Household Size Distribution — 1980

Persons in Unit	No. of Households	% of Total
One Person	5,229	31.5
Two Persons	5,887	35.4
Three Persons	2,603	15.7
Four Persons	1,730	10.4
Five Persons	733	4.4
Six Persons	274	1.6
Seven or more	161	1.0
	16,617	

Source: 1980 Census.

Large household sizes are the result of large families or individuals (such as students) living together to reduce rents. In 1990, 1,628 (9%) of the City's households were considered to be large households (five or more individuals occupying the same unit), an increase from 1980 (see Tables H-18 and H-19). Of these, 56.1% were renters while 43.9% owned their own home (see Table H-5). The typical problem associated with large household sizes is overcrowding.

Overall, 1,289 (7.1%) of Santa Cruz' occupied housing units were considered to be overcrowded in 1990, with 720 or 3.9% of the housing units being severely overcrowded. Renter households were more likely to experience overcrowding, with 1,051 (11%) of renter-occupied units being overcrowded, and only 238 (2.8%) of owner-occupied units being overcrowded. Although renter overcrowding is less severe in the City than in the County or State, overall overcrowding is greater (see Tables H-5 and H-6).

Renter-occupied units housing large households (five or more persons) comprise 9.6% (914 units) of all renter-occupied units. Since overcrowding occurs in 11% of all renter-occupied units, it can be seen that overcrowding in renter-occupied units not only occurs for large households, but also for at least 1.4% of the renter households of four persons or fewer.

In 1990, 1,684 (8.7%) of the City's dwelling units had four or more bedrooms. However, only 309 (18.3%) were renter-occupied while 1,262 (74.9%) were owner-occupied (see Table H-19). Analysis of this data indicates that the most significant need related to large and/or overcrowded households is for large rental units containing 3 to 4 bedrooms. Because overcrowding and severe overcrowding of rental units likely occurs not only due to lack of available units, but also very high prices for large units relative to ability to pay, the need is not just for large rental units, but for large **affordable** rental units.

Table H-19

Household Size Distribution — 1990

Persons in Unit	No. of Households	% of Total
One Person	4,923	27.2
Two Persons	6,053	33.4
Three Persons	3,195	17.6
Four Persons	2,322	12.8
Five Persons	971	5.4
Six Persons	352	1.9
Seven or more	305	1.7
	18,121	

Dwelling Unit Size Distribution - 1990

Bedrooms	No. Units (% Total)	Occupied Units Owner	Renter
None	1,277 (6.6)	70	1,127
1 bedroom	3,251 (16.8)	402	2,595
2 bedroom	7,569 (39.1)	2,951	4,119
3 bedroom	5,583 (28.8)	3,901	1,385
4 bedroom	1,347 (7.0)	1,071	186
5 or more	337 (1.7)	191	123
Total	19,364	8,586	9,535

Source: 1990 Census.

The earlier discussion of overcrowding in the "Housing Characteristics" section of this Housing Element emphasized the significance of a concentration of severe overcrowding within rental units located in Beach Flats. The City's highest priority need related to large and overcrowded households is to provide affordable 3- and 4-bedroom rental units within the Beach Flats area to serve current residents living in overcrowded and substandard conditions. This need must be met by new construction, and will require public funds in order to be financially feasible.

Addition of large rental units to the city's housing stock could occur in either or both of two ways: new construction of affordable large units, or new construction of an even greater number of small affordable units. Construction of large affordable units would be the most direct way of meeting the need, but construction of an even greater number of small units is expected to be an indirect way of providing adequate units, to the extent that groups of individuals renting larger houses would choose to split up to rent individual or smaller units, thus freeing up larger units for those with larger families.

f. Agricultural Workers

The majority of agricultural employment within Santa Cruz County is located within the Pajaro Valley, or the southern portion of the County. Therefore, there are few agricultural workers living in the City. In 1990, only 3.1% of workers living in the City worked in agriculture. The special housing needs of farmworkers are for affordable housing due to the generally low wages paid to laborers in agriculture. Efforts to improve housing affordability

will help provide housing opportunities to this group, although the group is not large numerically.

Because agricultural work is seasonal, there is evidence that farmworkers live seasonally to some degree within Santa Cruz. For economic reasons, some of these employees chose to live together in very large groups, or consent to renting housing that may be substandard. Farmworkers would be better provided for within the City if very affordable units were available to these seasonal workers, and if the city conducted housing code enforcement to ensure that workers were not forced to live in substandard housing due to lack of alternatives. Creation of Single Room Occupancy (SRO) units, which tend to provide somewhat more of a transitional housing resource, and which is occurring in the Downtown area with the St. George and the Colonial projects, may provide another housing choice for agricultural workers.

g. Students

Students are another group with special housing needs. Of the 9,720 students at UCSC in 1990-91, a total of 5,294 (54%) lived off campus, a majority of these within the City. As the University grows, an increasing number of students are expected to exacerbate the already tight rental and affordable housing market. To help offset these impacts, the UCSC Long Range Development Plan (LRDP) has a goal of housing on campus by the year 2005: 70% of all undergraduates, 25% of faculty, 50% of graduate students in degree programs, and 50% of staff hired outside of Santa Cruz County. Meeting the goal may be difficult because of the pace of enrollment growth, and the cost of housing on-campus as against housing off-campus. To help ensure that the housing needs of university students are met, the City will monitor and encourage UCSC's progress towards meeting these on-campus student housing goals and also work to provide adequately sized rental housing opportunities to serve student needs.

The City may also chose to become involved in legislative efforts to allow for a change to current University policy that all housing units developed on-campus be self-sufficient. This policy seems to result in housing costs on-campus being higher than housing costs off-campus, leading a significant number of students preferring to live off-campus, which has costs to the City and its residents.

h. Single Parent Households

Single parent households are comprised of one household head, typically female, and children. Nationally, the number of children living with only one parent has almost doubled from 1970 to 1988. The poverty rate of this household type has remained relatively steady since 1974 (see Table H-20, next page).

The 1980 Census identified 1,105 households with single parents and children under 18 in the City; 25.5% of the total number of families with children. Of these, 1,037 (94%) were female-headed families. Approximately 424 (41%) of the female-headed families were below poverty level in 1980.

By 1990 there were 2,226 single-parent households (26.2% of the 8,501 total number of families) living within the City of Santa Cruz. Of these, 471 (21.2%) were male-headed

households, and 1,755 (78.8%) were female-headed households. While none of the male-headed households lived below the poverty line, 606 of the female-headed households lived below the poverty line, which is 34.5% of all of the female-headed families with children.

Table H-20

U.S. Poverty Rates by Household Type

Household Head (Under 65 years)	1960	1974	1980	1989
Single	33.2	18.6	17.6	15.7
Married with children	18.7	6.5	8.8	6.9
Married without children	12.5	4.5	6.1	3.7
Single parent with children	**57.6**	**36.1**	**35.6**	**37.9**
Other households	26.4	14.7	16.0	13.1

Source: "The State of the Nation's Housing 1990", Joint Study for Housing Studies at Harvard University.

The primary need of single-parent families is for affordable housing, especially for female-headed households. With only one wage-earner in the family (unlike families in which both parents may work) there is a greater likelihood of lower income levels, or increased child-care costs. Another concern relevant to single-parent households is that of housing discrimination. Lastly, single-parent households may not be able to find or afford adequately-sized housing. Units with a sufficient number of bedrooms for the children may be unavailable or unaffordable, creating overcrowded conditions for the family.

i. The Homeless

In 1990, the Short-Term Housing Coalition of Santa Cruz County assessed the number and needs of the homeless, or persons in need of emergency shelter. The survey found a total of 1,189 homeless people.[24] Of these, 927 (77.6%) were adults, 235 (20.1%) were children, and 27 (2.3%) refused to take part in the survey. Also, of the total homeless population, 543 (45%) were sheltered by agencies, 397 (34%) were in vehicles, and 247 (21%) were shelterless. Among the children, 161 (69%) were sheltered by agencies, 57 (24%) were in vehicles and 17 (7%) were shelterless.

The family status of the homeless population was as follows: 504 (73%) single people, 109 (16%) families with children, and 77 (11%) couples without children. A total of 436 (61%) homeless persons were found in the greater Santa Cruz area on the evening of the survey, indicating that a large percentage of the Santa Cruz County homeless population is centered within or in close proximity to the City of Santa Cruz. Of the 298 homeless households surveyed, 71 (24%) had at least one employed adult. Mean income was only $359 per

[24] It is important to note that the homeless population is estimated by the report preparers to possibly be triple the number that were counted on the one-night survey. This puts conservative estimates for the County's homeless population at around 5,000 persons. The report preparers suggest a minimum increase of 10%, which would yield an estimate of 2,270 homeless.

month. Sixty-two percent (62%) of the households reported incomes of less than $499 per month, while another 25% reported incomes of between $500 and $749.

Table H-21

Homeless Shelters
County of Santa Cruz

Existing Shelters		# of Beds
North County Shelters:		
1. *Jesus, Mary and Joseph Home* (All households) 132 Lennox, Santa Cruz		14
2. *River Street Shelter* (Primarily single individuals, space for mentally ill) 733 River Street, Santa Cruz		32
3. *New Life Center* (All households, priority to families) 707 Fair Avenue, Santa Cruz		25
4. *St. Francis Catholic Shelter* (All households) 205 Mora Street, Santa Cruz		15
5. *Women's Crisis Support Center* (Women with children only) Office: 1025 Center Street, Santa Cruz (Shelter is at an undisclosed location.)		16
6. *Interfaith Satellite Shelter* (Primarily single adults)		
Fall/Winter		112
Spring/Summer		28
South County Shelters:		
7. *Pajaro Valley Shelter Services* (Women with children only) 115 Brennan Street, Watsonville		18
8. *Pajaro Rescue Mission* (Men only) 111 Railroad Avenue, Watsonville		24
9. *South County Interfaith Satellite Shelter*		
Fall/Winter		42
Spring/Summer		28
Transitional Housing		
10. *Brommer Transitional House* 925 Brommer Street, Santa Cruz	(two-bedroom units)	6
11. *Transitional Housing South County*	(units)	15
Total Beds:		
Fall/Winter		**298**
Spring/Summer		**200**

Source: City of Santa Cruz Planning Dept., 1992

The City of Santa Cruz contains the largest number of shelter spaces within the County, totaling 100 beds in 1990 (see Table H-21). No transitional housing currently exists within the City (one is currently being considered), and there are no facilities that handle physically or mentally disabled homeless persons, with the exception of some space for mentally disabled persons at the River Street Shelter. The River Street Shelter and St. Francis Catholic Shelter also provide day facilities such as a soup kitchen and other limited services for homeless individuals. Families with children and/or single parents, mentally and physically disabled, dual diagnosed (mentally ill and substance abuse) persons, and drug and alcohol abusers have been identified as segments of the homeless population in the most need of services. The future housing needs of the homeless population include:

1. Affordable Housing: The single, major contributing cause of homelessness is the lack of affordable housing. Given the income of the population, 80 to 100% of a homeless household's income would be required to rent an SRO unit.

2. Temporary Shelters and Transitional Housing: One of the main needs of the homeless population is emergency shelter and transitional living programs. In 1990, there were nine facilities in the County, five located within the City. No transitional housing facilities existed within the City, although one is being considered.

3. SRO Units: The 1989 earthquake displaced households that were not homeless because of the reasonable cost of SRO hotels. Only one, the Palomar Hotel, has been re-opened. However, the 124-unit St. George and the 45-unit El Centro senior facility are currently under construction and may satisfy this need.

4. Support Services: The City and the County are setting aside funds for a resource center to assist homeless persons looking for work and housing with referral, placement, and sanitary facilities.

4. Affordable Housing

The regional fair share allocations by income level indicate that the City of Santa Cruz should provide sites for housing to serve 176 very-low income households, 142 low-income households, 472 moderate income households, and 1,440 above-moderate income households between the years 1989 and 1996. The total of very-low and low income need is 318 units, and the total of very-low, low and moderate income need is 790 units. This 790 units represents 31.7% of the City's current inventory of housing lands, that are anticipated to accommodate a total of 2,490 units.

One of the ironic fortunate consequences of the unfortunate 1989 Loma Prieta earthquake was the creation of several affordable housing funding programs intended to assist with new affordable housing construction and replacement of housing which formerly served low and moderate income households. The City was able to take advantage of these funds to rehabilitate, reconstruct, and newly create many units of affordable housing, in many cases providing assurances of affordability where they did not exist before (i.e. much of the housing lost in the earthquake was market rate housing). These earthquake-related affordable housing programs, along with the other affordable housing efforts by the City and other housing providers has led to the creation of many units of affordable housing since 1989. A summary of these is contained in Appendix 2 of this Housing Element.

The City plans to continue its focus on efforts to provide affordable housing rather than above-moderate income housing. Efforts will include programs to rehabilitate existing units, work with housing providers, and take advantage of all other available resources which provide assistance to and housing for very-low, low and moderate income households. Availability of affordable housing would help all of the special needs groups discussed in the preceding section.

The City needs to continue the inclusionary housing ordinance, continue funding the Unified Housing Rehabilitation Program with CDBG funds, continue working with public and

private non-profit housing providers, continue to improve the regulatory climate to remove barriers to and provide incentives for the creation of housing, and continue an aggressive pursuit and increasing level of knowledge about federal, state and other affordable housing funding sources and programs.

5. Rehabilitation, Conservation and Improvement of Existing Housing

In 1990, approximately 46% of the City's housing stock was estimated to be over 30 years old (see Table H-3). While the City has pursued an aggressive rehabilitation program for both owner and renter households, rehabilitation needs continue to be present. Preliminary estimates are that at least 30% of the housing stock is in need of some form of rehabilitation. The Beach and Lower Ocean Target Area has been identified as an area containing a greater than average share of older, dilapidated and substandard housing units and is a priority area for improving the housing stock (see Map H-4).

While it is estimated that at least 30% of the housing stock is in need of some form of rehabilitation, at least 4% is in need of significant rehabilitation, such that replacement may be warranted. As discussed in the preceding "Housing Characteristics" section of this Housing Element, the City contains approximately 726 units which are in need of significant rehabilitation or replacement (100 replacement/626 significant rehabilitation), of which 373 are located in the Target Area, and 353 are located within the remaining areas of the City.

The 1989 earthquake showed that many housing units also had inadequate foundations that risked being destroyed during intensive groundshaking. Since these units are older they usually constitute one of the more affordable segments of the housing market. The County of Santa Cruz was awarded a total of $9,314,250 and the City of Santa Cruz was awarded a total of $300,000 in FEMA Hazard Mitigation Grant funds, to be used to strengthen foundations and other elements vulnerable to failure during an earthquake. The County's funds are also available to improve housing units located within the City. Funds are being made available on a 50% match basis to qualified homeowners.

A large number of illegal units also exist in the City, for the most part providing housing opportunities for very-low and low income households. However, because these units may not meet the requirements of the Uniform Building Code, some represent a hazard to the health and safety of their occupants. The City will consider an illegal housing unit amnesty program encouraging the inspection and approval of currently illegal units that are brought up to code in order to preserve the affordable housing stock.

Therefore, City efforts to conserve, rehabilitate and improve the existing housing stock will occur at several levels: through the city's Unified Housing Rehabilitation Program, through continued housing code compliance activities in the Target Area, removal of barriers to legalizing illegal accessory units, and through work with and assistance to other housing providers and service agencies doing projects within the City involving the rehabilitation of dwelling units. The City also will maintain its current condominium conversion regulations, to conserve the stock of multiple-family rental housing.

6. Energy Conserving Housing

Energy conservation in the home has the potential to decrease the cost of housing without a substantial capital investment. In 1980, the typical California family spent over $500 for energy in the home. With the City's current residential building standards (Title 24), new housing consumes about half the energy of the same size homes built before Title 24 came into effect in 1978. However, only an estimated 2,426 units (12.5%) of the total housing stock has been built since 1978, meaning that approximately 16,938 units (87.5%) were constructed prior to the implementation of Title 24. Even though some of these units have likely been brought up to current standards, a great potential exists for residential energy conservation.

To increase energy conservation, the City will encourage energy efficient and solar design for new residences and multi-family structures by encouraging or requiring solar energy and renewable energy designs and natural ventilation. The City will also consider implementing a reduction of permit fees pro-rated to the degree of energy efficiency of the structure. Through its land use designation and permit approval powers, the City will encourage land uses and development patterns that decrease automobile dependency, such as higher residential densities along transit corridors, near employment centers, and near destinations such as Downtown and UCSC. Location of neighborhood commercial uses within walking or bicycling proximity to residential areas can also reduce energy costs to a household.

7. Non-Traditional Housing

Dramatic demographic and economic changes have taken place in our society, leaving a mismatch between today's households and conventional housing. Suburban single-family housing developments were designed for a 1950's model family with a breadwinning father and a full-time housewife. Contemporary households are characterized by smaller families, women working outside the home, and a growing number of single parents, elderly households, and singles living alone. Many of the problems encountered by these new household types, including child care difficulties, social isolation, and chronic time crunch, can be traced to the fact that they are living in housing that no longer suits their needs. Additionally, America's increasingly mobile population has distanced many people from their extended families which have traditionally provided social and economic support.

Examples of non-traditional housing types include: CoHousing, house-sharing, single room occupancy (SRO) units, and various kinds of cooperative housing. CoHousing communities consist of residents living in separate self-sufficient units, but sharing extensive common facilities such as a dining hall, children's playrooms, workshops, guest rooms and laundry facilities. These common facilities help to generate a sense of community that is often lacking in many conventional neighborhoods. CoHousing developments can use a variety of ownership structures including condominium, cooperative and rentals owned by non-profit organizations.

The City of Santa Cruz can assist with meeting the needs of contemporary households by ensuring a wide variety of housing choices and ensuring that its zoning ordinance and development standards do not unintentionally create barriers to creation of non-traditional housing types and/or situations, such as CoHousing, house-sharing, SRO units and cooperative housing.

E. HOUSING OPPORTUNITIES

This section describes opportunities for housing development on both residential and non-residentially zoned lands within the City and also provides information about various resources available to the City to assist with the creation of both market-rate and affordable housing.

1. Vacant/Underutilized Residential Land

The City's Zoning Ordinance describes six zoning districts where the permitted use is primarily residential. In addition, most of Santa Cruz' other zoning districts also allow residential uses. In fact, the only zoning districts in which residential uses are not allowed are the C-H "Heavy Commercial" (which will be consolidated with the C-C District with the new General Plan, and will allow residential), SC-H "Small Craft Harbor", LB-P "Public Lands and Buildings", and OF-R "Ocean Front(Recreational)" Districts.

A 1989-1996 vacant/underutilized land inventory and projection of General Plan land use designations showed that approximately 326.17 acres of residentially designated vacant/underutilized land existed in the City (see Table H-22 and Appendix 1 for a summary by zoning district of vacant and underutilized land by acreage and dwelling unit potential). Development constraints, roads and a minimum average density were used to calculate the dwelling unit potential of this land. Of the vacant/underutilized residentially designated acreage and some mixed use areas it is estimated that approximately 492 new single-family units and 1,998 new multi-family dwelling units could be accommodated.[25] This number does not include the potential for accessory dwelling units and intensification of developed areas, or for residential development which may occur in commercial and industrial districts (except for the downtown area covered by the High Density Overlay District).

The type of available developable land within the City reflects an emphasis on infill and intensification as the primary strategies for accommodation of projected housing needs, although there are also areas such as the Westside Lands/Terrace Point area which are large vacant sites (see discussion below). Infill and intensification do not require the extension of infrastructure and services, and can therefore reduce the cost of new housing construction. However, infill and intensification strategies also require higher densities on vacant infill parcels, creative site design, and development of mixed use projects. As a result, the traditional assumption that growth in the number of households will be accommodated in detached single family units is no longer relevant in Santa Cruz. However, the types of projects which are likely to be developed under this scenario are expected to match the types of housing being demanded by the changing demographics and identified housing needs of the Santa Cruz population.

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[25]The number of new single-family units does not reflect the number of dwelling units that is anticipated to be developed from R-S and R-1 zoned lands (approximately 712 units) because zoning districts reflect the density of units throughout an entire site and not specify a particular unit type. In fact, a requirement for clustering development at the Swensen parcel and Golf Club Drive area will result in the development of up to 220 multi-family units even though these areas have been zoned as single-family residential areas.

Table H-22

1990 - 2005 General Plan
Total Vacant/Underutilized Residential Land & Dwelling Unit Holding Capacity

Area	R-S Designation (0.5-1 Units) Acres	# of Sites	Net Units	R-1 Designation (1.1-10 Units) Acres	# of Sites	Net Units	R-L Designation (10.1-20 Units) Acres	# of Sites	Net Units
Upper Westside	57.41	5	14	44.24	60	116	33.44	8	289
Lower Westside	0	0	0	30.45	127	281	25.42	6	279
Central Core	0	0	0	2.88	9	10	3.64	19	36
Harvey West	0	0	0	36.41	17	127	0	0	0
Upper Eastside	0	0	0	26.37	61	133	3.03	7	43
Lower Eastside	0	0	0	4.94	17	31	15.73	40	133
Total	**57.41**	**5**	**14**	**145.29**	**291**	**698**	**81.26**	**80**	**780**

Area	R-M Designation (20.1-30 Units) Acres	# of Sites	Net Units	R-T Designation (20.1-30 Units) Acres	# of Sites	Net Units	CB-D (HD-O) Designation (20+ Units) Acres	# of Sites	Net Units
Upper Westside	.28	1	1	0	0	0	0	0	0
Lower Westside	0	0	0	0	0	0	0	0	0
Central Core	28.22	11	457	2.36	12	46	1.22	4	203
Harvey West	2.32	1	41	0	0	0	0	0	0
Upper Eastside	1.27	7	19	0	0	0	0	0	0
Lower Eastside	2.46	11	46	0	0	0	0	0	0
Total	**34.55**	**31**	**564**	**2.36**	**12**	**46**	**1.22**	**4**	**203**

Area	R-H Designation (30.1 - 55 units) Acres	# of Sites	Net Units	TOTALS Acres	# of Sites	Net Units
Upper Westside	0	0	0	135.37	74	420
Lower Westside	0	0	0	55.87	133	560
Central Core	4.08	1	185	42.40	56	937
Harvey West	0	0	0	38.73	18	168
Upper Eastside	0	0	0	30.67	75	195
Lower Eastside	0	0	0	23.13	68	210
Total	**4.08**	**0**	**185**	**326.17**	**424**	**2,490**

Source: Vacant and Underutilized Residential Land Survey, City Planning Department, 10/27/92

In 1990 there were approximately 2,807 acres of developed residentially-zoned land and 19,364 housing units yielding an average residential development density of 6.9 dwelling units per gross acre. The development of existing vacant and underutilized lands is anticipated to occur at 7.6 units per acre. This higher average density is attributed to the intensification of housing development in the City's Central Core Area. The reason that the future average density is not even higher than 7.6 is because of physical and environmental constraints such as slopes, riparian or wetland habitat, limited access, and parcel size and shape. These physical and environmental constraints reduce developability.

Although Santa Cruz contains adequate sites to provide for its fair share allocations, there is not such an oversupply of land so as to have no effect on land costs. The relative scarcity and lack of land choice places a premium on the cost of desirable, vacant developable land. The City intends to ensure that residential sites are developed with the maximum number of dwelling units that can be accommodated, consistent with environmental constraints. In the past, some housing projects within the City have not been developed with the maximum number of units that could have been provided. While this is sometimes due to real constraints such as endangered habitats, steep slopes and wetlands, it is also sometimes due to neighborhood resistance to density. With the General Plan, a new requirement for preparation of specific plans for the larger developable sites will ensure that as many units as the City is planning for, and desirous of, are actually developed. Also, the Vacant and Underutilized Residential Land Inventory (Appendix 1) will be used as an application review tool used by planning department development review staff to establish and monitor the number of housing units targeted for construction on various sites.

Table H-23

General Plan Residential Designations and Dwelling Units/Acre

General Plan Designation	Zoning District	Density (DU/Acre)
Very Low-Density Residential	RS-1A, RS-2A	0.5 - 1.0
Low-Density Residential	R-1-5, R-1-7, R-1-10	1.1 - 10.0
Moderate-Density Residential	R-L	10.1 - 20.0
Medium-Density Residential	R-M, R-T	20.1 - 30.0
High-Density Residential	R-H	30.1 - 55.0

The following paragraphs describe each of the zoning districts in which residential development is permitted. Table H-23 shows applicable density ranges by zoning district. It should be noted that the following permitted density levels reflect slight increases from the current zoning ordinance densities (e.g. in the RM District, allowing for 1 unit per 1500 square feet rather than 1 per 1600 square feet). New zoning districts are being prepared to better match the land use designations of the new General Plan. The new zoning districts are expected to be adopted within two to three months after adoption of this Housing Element and the General Plan, which were adopted by the City Council on October 27, 1992. Unless noted otherwise, the descriptions that follow, and the unit totals shown in Appendix 1, are based on the new densities of the General Plan and implementing Zoning Ordinance.

a. Residential Suburban (RS-1A, RS-2A) District

The purpose of this district is to allow low residential densities and provide a transition to County rural and agricultural areas adjoining portions of the City. The minimum lot size

in this district is either one or two acres , allowing densities of .5 to 1 unit per acre. Currently, only one parcel will be zoned RS-2A, and few lands zoned RS-1A. The vacant and underutilized land survey identifies approximately 57.41 acres of vacant land in these zoning districts, with a capacity for approximately 14 dwelling units due to slope, creek and access constraints.

b. R-1-5/R-1-7/R-1-10 — Single-Family Residential District

The purpose of this district is to stabilize and protect the residential characteristics of detached single-family dwelling areas, and to promote and encourage a suitable environment for family life. The minimum lot sizes in this district are currently 5,000, 7,000 and 10,000 respectively, although a minimum size of 4,400 square feet will be implemented upon adoption of the new General Plan. This district allows densities up to 10 dwelling units per net acre.

The vacant and underutilized land survey identifies approximately 145 acres of vacant land in this zoning district with a capacity for approximately 698 units. Some of these vacant areas may require clustering and the preservation of some open space areas prior to development, thus allowing the developable lands to be developed at a higher average density through a transfer of density/development rights mechanism.

c. R-L — Multiple Residence-Low Rise District

The purpose of this district is to provide for rental and ownership housing opportunities other than single-family detached dwellings. Principally permitted uses include or will include three or four family dwellings, and condominium and apartment units. Single-family homes will also be able to be developed with an Administrative Use Permit. The minimum lot size in this district is 2,200 square feet and densities up to 20 dwelling units per net acre are allowed.

The vacant and underutilized land survey identifies approximately 81.26 acres of vacant land (including 16 acres of the Westside Lands (Swenson and Terrace Point properties) in this zoning district with a capacity for approximately 780 units.

The area previously known as the "Westside Lands" consists of approximately 72 acres, of which 27 acres are located above Delaware Street Extension in what has been zoned I-G (General Industrial) and is being rezoned to R-1-5 and RL in accordance with the new General Plan. The Westside Lands/Terrace Point area will accommodate approximately 200 housing units at its planned RL density, and the nearby Delaware/Swenson site is to accommodate up to 120 units within its planned R-1-5 zoning, for a total of 320 units expected to be accommodated on the "Westside Lands" area. California Coastal Commission staff have expressed preliminary support for the anticipated residential uses, as coastal-dependent and recreational uses are being designated for at least 31.5 acres of the Terrace Point site. The entire area will be planned more specifically through the development of a Specific Plan for these properties, and lands to the south of Delaware Street Extension could also ultimately include some housing in addition to the housing to be provided north of Delaware Street.

d. R-M — Multiple Residence-Medium Rise District

The purpose of this district is to provide for the development of areas with medium-density residential uses and promote a suitable environment for the lives of families, household groups, and single persons living in the district. Principally permitted uses will include three or four family dwellings, and apartment and condominium units. Single-family homes can be developed with an Administrative Use Permit. The minimum lot size in this district is 1,500 square feet, and densities up to 30 dwelling units per net acre are allowed.

The vacant and underutilized land survey identifies approximately 24.38 acres of vacant land and 10.17 acres of underutilized land in this zoning district with a capacity for approximately 564 units.

In 1992, 99 Chestnut Street, a 2.89-acre site in R-M zoning with the potential for 58 units, was rezoned to allow for commercial development. The City took actions through its 1990—2005 General Plan, consistent with the HCD's "no net loss" policy, to designate and rezone at least three acres of land (actually a minimum of almost 28 acres of land will be rezoned) from commercial and industrial to residential uses. This acreage does not include the units that may be constructed from areas rezoned to RT-C, a mixed-use zone.

e. R-T — Tourist Residential Districts

The purpose of the tourist residential district is to establish a zoning district to accommodate a mix of residential, motel and commercial land uses. The district is divided into four subdistricts (RT-A, RT-B, RT-C, RT-D), each designed to ensure compatibility of uses, high quality of new development and promotion of a suitable environment for residential and tourist-oriented uses. The minimum lot size in this district is currently 1,000 square feet per unit and the maximum permitted density is currently up to 44 dwelling units per acre using the Special Density Allowance. A proposal to be considered early in 1993 by the Planning Commission and the City Council would provide for densities of 54 units per acre over the Beach Flats area, consistent with many existing densities found in that area, in order to enhance the feasibility of and allow for replacement of existing substandard units with new construction.

The vacant and underutilized land survey identifies approximately 2.36 acres of vacant land within the R-T districts, with the potential to accommodate 46 units.

f. R-H — High-Density Residential

The purpose of this district, to be established along with the new General Plan, will be to allow for high-density residential development at a density of up to 55 units per acre (with a height limitation of 4 stories), in order to increase the supply of affordable and rental housing and provide a suitable environment for higher-density household types. The minimum lot size in this district would be 790 square feet. The R-H District would be a new district and density level for the City of Santa Cruz, other than the high densities which are now permitted with the HD-O (High Density Overlay) District.

Only one area, the Prolo site, has been designated by the General Plan and is reflected in the vacant/underutilized land survey as being in the R-H zoning district. The Prolo site,

located in the City's South of Laurel area, consists of 4.08 acres of underutilized land with the potential to accommodate upwards of 185 units at an RH density.

g. HD-O — High-Density Overlay District

The purpose of this overlay district is to provide opportunities for housing development featuring higher densities and a range of housing types, including mixed-use developments. The district encourages a vibrant variety of mutually supportive uses including urban housing types such as apartments, condominiums, and townhouses in conjunction with commercial, retail and office activities. The district allows development of a maximum residential floor area ratio (FAR) of 2.0, or higher with density bonus provisions.

The vacant and underutilized land survey identifies 203 units to be accommodated within the area covered by the High Density Overlay District, which is generally placed over the downtown area, from Laurel Street to Water Street.

h. Accessory Dwelling Units

The Accessory Unit Ordinance allows the construction of second units on single-family parcels, provided that a number of conditions are met. These conditions currently include that the units must be rented to low- or moderate-income seniors or low income non-seniors, or occupied by a family member; that the maximum rent charged shall not exceed amounts established by City Council resolution; that the property must be owner-occupied; that the unit must meet all setback requirements of the zone; that off-street parking must be provided; that the neighborhood must have adequate water and sewer line capacity; and that only a certain number of second units are permitted in each census tract each year. Use and design permits are also required.

Between 1980 and 1990 only 22 legal accessory dwelling units had been developed in the City. The City intends to facilitate the construction of accessory units by removing from the ordinance requirements which are impeding the development of accessory dwelling units. The proposal soon to be considered by the Planning Commission and City Council includes: a) removal of rent restrictions and certain occupancy conditions, b) removal of the requirement that no accessory unit is allowed within 500 feet walking distance on the same street of an existing permitted accessory dwelling unit, and c) removal of the requirement that no more than five accessory units be permitted in any census tract in any year. The ordinance is also being made more easy to understand, and development standards are being made more flexible, while still protecting neighborhood interests. It is estimated by the Planning Department that approximately 25 units per year could be built if some current restrictions are removed. Note that this anticipated increase in accessory unit construction has not been included in the 2,490-unit potential reflected in the City's detailed inventory of vacant and underutilized lands.

i. State Housing Density Bonus

The City currently allows a density bonus for developments which include affordable housing. The City Housing Advisory Committee is currently working on a revision of the city's density bonus provisions to make them more consistent with the change in State law that occurred in 1991. Currently, approval of a density bonus is done in conjunction with

a Planned Development (PD) Permit, which may present a constraint of sorts to the utilization of density bonus provisions, due to additional expense and process. Findings which must be made for approval of a Planned Development include that a greater amenity level is being provided, which is usually the opposite of what needs to occur to make housing more affordable. The City plans to remove the link between the density bonus and the PD Permit.

2. Commercially- and Industrially-Zoned Property

The City's commercial and industrial districts (C-C, CB-D, C-B, PA, C-N and I-G) allow residential units as either a permitted or conditional use depending upon the number of residential units in the development. The purpose of allowing residential uses in commercial and industrial areas is to encourage mixed-use developments throughout the City and to allow for housing development opportunities as they may occur.

Other than in the downtown area (see discussion above under "High Density Overlay District") and in the RT-C portion of the South of Laurel area (see discussion above under "RT Districts"), the City's vacant and underutilized land inventory does not assume any units in commercial and industrial areas in its identified 2,490 unit accommodation survey.

3. Federal and State Financial Assistance

Santa Cruz is an entitlement city for Community Development Block Grant (CDBG) funds, which are the City's main source of Federal assistance. These funds are largely allocated to assist affordable housing programs, including the rehabilitation of affordable housing through the City's Unified Housing Rehabilitation Program, and subsidizing the production of affordable housing by non-profit housing providers, chiefly by the Santa Cruz Community Housing Corporation (CHC) over the last several years.

The City's Unified Housing Rehabilitation Program has used City CDBG funds, Federal Housing Development Action Grant (HDAG) funds, Federal Rental Rehabilitation Program (RRP) funds, and State Rental Rehabilitation Program (SRRP) funds. The staff has provided technical assistance, with and without city loans, to projects using federal FEMA 403 funds, and the federal Section 8 Moderate Rehabilitation Program. The Program also received an award of federal FEMA Hazard Mitigation Grant Program funds, which it will use in the coming year for a Seismic/Foundation Retrofit Fund.

The City works in partnership with public and private non-profit housing and social service providers to accomplish mutual housing goals within the City. These agencies have made use of other state and federal funding sources in addition to the City's CDBG funds, including the Federal Low-Income Housing Tax Credit Program, McKinney Act Programs serving the homeless, the State Rental Housing Construction Program (RHCP), the California Housing Rehabilitation Program (CHRP) and the Mobile Home Park Resident Ownership Program (MPROP). Local fundraising efforts have also proven fruitful at times, such as for the acquisition of a site by the Citizen's Committee for the Homeless for transitional housing, and by the Santa Cruz Aids Program (SCAP) for a facility serving its clientele.

The City will be applying for an allocation of State HOME (Home Investment Partnerships Act) funds, and hopes that soon the City will be made an entitlement City for HOME funds, as it is for CDBG funds. The City expects that the federal HOME Program will replace a variety of specialized federal housing programs such as the Rental Rehabilitation Program, Section 312 and Section 8 New Construction and Rehabilitation Programs in 1992. The HOME program is intended to expand the supply of decent and affordable housing with primary attention to low income rental housing. Funds can be used for rehabilitation, new construction, acquisition, site improvements, and rental subsidies, with preference given to rehabilitation. There is also the potential to use HOPE resources, as these funds become available for providing home ownership opportunities for publicly-owned properties.

4. Non-Profit and For-Profit Resources

Many of the future housing units constructed within the City will be constructed by private sector for-profit developers, or by private property owners. As stated in the previous section, the City also expects non-profit providers of affordable housing to remain active.

To some extent, private sector developers will assist the City in meeting its objectives to create affordable housing units, through the 15% inclusionary ordinance which applies to projects of 5 or more new units.

The largest numbers of affordable housing units, or amounts of affordable housing assistance resources, are non-profit housing organizations. The primary agencies working with the City are the Santa Cruz Community Housing Corporation (SCCHC) and Housing Authority of the County of Santa Cruz. There are other nonprofit corporations that generally construct and rehabilitate housing projects for special needs populations, including psychiatrically disabled and physically disabled. Housing for Independent People (HIP), the Santa Cruz Community Counseling Center (SCCCC), Supportive Outreach Service (SOS - River Street Shelter), Community Foundation of Santa Cruz (CFSC), and the Citizen's Committee for the Homeless are other agencies/organizations which have been active in providing housing and shelter resources within the City of Santa Cruz. Other organizations such as SCAP (Santa Cruz Aids Project) and WCS (Women's Crisis Support) have also provided housing and/or shelter resources directed at particular clienteles. Project Habitat and Mid-Peninsula Housing Corporation have also expressed interest in working in Santa Cruz, or have worked in Santa Cruz County area, respectively.

5. Affordable Housing Program

The Affordable Housing Program (Inclusionary Ordinance and Accessory Dwelling Unit Ordinance) is intended to provide rental and for-sale housing affordable to persons of low and moderate income. By September of 1991, the Affordable Housing Program had produced 10 inclusionary rental units and 26 rental "rooms", 72 inclusionary sale-units, and 22 accessory dwelling units.

a. Inclusionary Housing Requirement

The **Inclusionary Housing Ordinance** requires that developers of five or more housing units set aside 15% as affordable housing units to be occupied by persons of low (rental units) or moderate (for-sale units) income. The Ordinance requires that these units be similar in

size and configuration to market-rate units and be dispersed throughout the development. The inclusionary requirements also apply to land subdivisions, allowing an in-lieu fee option to subdividers creating lots rather than building units. The in-lieu fee is based on a formula that takes into account the appraised value of the lots. The in-lieu fee funds have been directed to the "Target Area Housing and Relocation Assistance Fund" for at lease a five-year period between May 1991 and May 1996, to be used in the City's most blighted areas.

The ordinance contains provisions for combining affordable and market rate projects, transfers of credit, and investominiums (a concept that allows the deferment of the inclusionary requirement for 7 to 10 years if the units are rentals). Additionally, a Density Bonus provision allows an increase of up to 25% in the number of units over the otherwise allowable residential density if they are affordable to lower income households.

In recent years the Inclusionary Ordinance has not produced large numbers of units. It is also important to note that the inclusionary ordinance provides that rental units are targeted to low-income households (80% of median), while for-sale inclusionary units may be marketed to moderate-income households (120% of median). This has tended to favor the production of for-sale projects rather than for-rent projects, since the return from for-sale inclusionary units is greater. This indicates that there may be a need to distribute the inclusionary percentage such that the affordable housing needs of all groups are being met.

b. Monitoring Affordability

Rental rates and for-sale prices for inclusionary housing and accessory dwelling units are adopted and revised annually, and are based upon the median income figures published for the Santa Cruz area by HUD and a City-adopted formula (see Table H-24 for Rental Rates for Inclusionary Units in 1991).

Table H-24

City of Santa Cruz
Calculating Maximum Inclusionary Unit RENTS
(Based on HUD Median Incomes: February 1991)

	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
Median Income	$ 30,400	$ 34,700	$ 39,100	$ 43,400	$ 46,850
Minus 8.16%*	2,481	2,832	3,191	3,541	3,823
	$ 27,919	$ 31,868	$ 35,909	$ 39,859	$ 43,027
80%	$ 22,335	$ 25,494	$ 28,727	$ 31,887	$ 34,442
Monthly Income (÷ 12)	$ 1,861	$ 2,125	$ 2,394	$ 2,657	$ 2,869
25% = Maximum Rent (includes utilities)	$ 465	$ 531	$ 598	$ 664	$ 717

*Derived differential between County and City median incomes based on 1980 Census.
Source: City Planning Department, 1991

To ensure the continued affordability of for-sale inclusionary units, the Ordinance requires first purchasers to record deed restrictions assuring that all subsequent purchasers will be subject to the requirements of the Ordinance in perpetuity. Additionally, to ensure low-income occupancy and guarantee that the rental rates of units do not exceed those specified, the County Housing Authority monitors the occupancy and rental rates of all of the units on an annual basis. The County Housing Authority also screens applicants for both inclusionary units and accessory dwelling units according to the income and asset guidelines. To be scheduled for an eligibility interview, a prospective tenant or purchaser of an affordable unit must have a letter from the owner of the units stating that the individual is a potential tenant or purchaser of the unit. The Housing Authority then conducts an interview and reviews financial documents to verify the income of potential participants. In this manner, the City is assured that the occupants of the units in the Affordable Housing Program are in fact persons of low and moderate income and are qualified to participate in the program.

6. City of Santa Cruz Funding Resources

Housing Reconstruction Fund. The City of Santa Cruz has established a Housing Reconstruction Fund (HRF) with monies granted to the City by the American Red Cross. These funds have been loaned to assist downtown housing projects with reconstruction. Assistance was provided to the St. George, El Centro, Colonial and La Playa projects. Although most of these loans will be for a 30-year deferred period, the City will monitor any loan payments and/or payoffs to be made so that additional funds may be directed to additional affordable housing projects as funds are received.

In-Lieu Fee Housing Trust Fund/Target Area Housing and Relocation Assistance Fund. For new residential development projects which are subdivisions only which do not involve actual dwelling unit construction, the developer meets the city's inclusionary requirement by paying an in-lieu fee prior to filing the final subdivision map. The amount of the in-lieu fee is based on the average assessed value of the lots being created.

In April of 1991 over $26,000 of the In-Lieu Fee Funds were loaned to assist with the La Playa project.

For a five year period between May of 1991 and May of 1996, these funds have been directed to the newly created Target Area Housing and Relocation Assistance Fund, to assist with meeting the city's housing rehabilitation and new construction goals within the Beach Flats and other portions of the Target Area. Out of the approximately $115,000 which the fund contained in May of 1991, over $78,000 has been committed to the Cooperativa Vista Del Rio project, and a $25,000 loan request was received in August of 1992. If both of these loans are made, the fund will be reduced to about $12,000. It is uncertain when and if new revenues will accrue to this fund, as the two subdivision projects which have been approved by the City do not seem to be progressing to the final map stage.

7. Unified Housing Rehabilitation Program

The City's Unified Housing Rehabilitation Program offers loans to assist low income households and landlords with rehabilitating both owner-occupied and rental housing. The loans achieve the purposes of a) repairing homes so they will be safe from hazards and

unhealthy living conditions, b) preserving the existing housing stock and affordability, c) reducing displacement that would occur under normal market conditions, and d) addressing blight and revitalizing neighborhoods.

Between 1985 and 1990 the Rehabilitation Program rehabilitated an average of 106 dwelling units per year and was one of the City's most successful CDBG programs, especially at achieving a level of self-sufficiency through income generated out of its loan fund and re-used to administer and run the program. Since the City's housing stock is of an age that the greatest need for rehabilitation will occur over the next 10-20 years, the City plans to increase rehabilitation program activities during the next 15 years. The City is also trying to shift the focus of its rehabilitation program towards multiple residential projects, which generally have a lower per-unit cost than single-family rehabilitation projects.

Due to code compliance efforts in the Target Area, and the availability of the Section 8 Moderate Rehabilitation Program, a greater number of multiple family property owners have been induced and/or attracted to the city's Rehabilitation Program resources. At the present time, several large city CDBG rental rehabilitation loans are being considered in conjunction with approval for inclusion in the Housing Authority's Section 8 Mod Rehab Program. There is the potential that the bulk of existing CDBG rehabilitation funds will be allocated in the near future, leaving the program to rely on program income generated by loan payments and payoffs, and by infusions of new funds either from future years' CDBG allocations or from other new federal, state or local program, such as the HOME program.

FEMA Hazard Mitigation/Seismic Retrofit Program. The Rehabilitation Program will soon be implementing its FEMA Hazard Mitigation Grant -- Foundation/Seismic Retrofit Program. The City estimates that 1,500 to 2,000 single and multi-family units in the City rest on mudsill or concrete foundations with inadequate or non-existent connections between framing and foundation. Additionally, many of these structures have unbraced cripple stud walls which are subject to collapse during heavy seismic activity. The Retrofit Program will improve approximately 400 dwellings at an estimated cost of $1,500 per unit, or fewer units if cost per unit is actually higher. Since these units are already at least 45 years old, they constitute a part of the City's affordable housing stock, and this program will assist with conservation of this housing stock.

8. Special Processing and Review for Affordable Housing Projects

Exemption from Growth Management Allocations. One special processing provision for projects in which 25% or more or the units are affordable is that the units are excluded from the residential growth management review process. However, since the growth management ordinance was implemented in 1980, the number of permits requested has never approached the cap set by the ordinance. As a result, the provisions of the growth management ordinance have never been carried out, and the "special processing" which could have been provided to affordable units has been moot.

Fee Waivers. As an aid to the development of affordable housing, the City has adopted a policy that waives and/or reduces the per unit water connection and sewer hook-up fees for newly constructed units which are affordable to very-low and low income occupants. The savings per unit is $3,475 on water and sewer fees alone. On a case by case basis, the City

Council has also considered and approved requests for other fee waivers, such as for building permit fees and planning fees, which can also amount to thousands of dollars.

Modification of Parking Requirements. The Zoning Ordinance allows exceptions to parking requirements for publicly-subsidized affordable units, and the City has allowed reductions in parking requirements for affordable housing developments, single-room-occupancy (SRO) housing, and senior housing projects.

9. Redevelopment Tax Increment Funds

The City's Redevelopment Agency will become an increasingly important participant in the development of affordable housing opportunities. State law requires that redevelopment agencies devote 20% of tax increments or bond proceeds generated from a project area to increase, preserve, and improve the supply of low and moderate income housing. State law also contains specific provisions for the use of these funds, long term affordability requirements, and replacement housing provisions. These funds are generally known as the Agency's "Housing Set Aside" funds.

The City's redevelopment area is composed of two portions: the Merged Redevelopment Project Area and the Eastside Business Improvement Area. In conformance with State law and Agency intentions, the Redevelopment Plans for these areas contain language of consistency with the General Plan, including the Housing Element. It is expected that Santa Cruz' 20% Housing Set Aside Funds will be used to assist with accomplishing the affordable housing objectives detailed in this Housing Element.

The current use of redevelopment housing set-aside funds specifically addresses the Housing Element's objective to increase the supply of affordable housing. Assistance has been provided to the 95-unit Neary Lagoon Housing Cooperative and the 35-unit Arbor Cove project.

A provision approved by the State legislature (Health and Safety Code Section 33334.4) creates a linkage between the use of Redevelopment funds and Housing Element programs by requiring redevelopment agencies to spend moneys in their Housing Fund to assist very-low and low income households in at least the same proportion as the total number of housing units needed for those two income categories that are not being provided by other governmental programs.

The Redevelopment Agency will be preparing an Affordable Housing Strategy for the use of projected redevelopment housing set-aside revenue from FY 1995/1996 to 1999/2000. This strategy will be periodically updated to keep up with changing demographics, legislation and market conditions. Future use will support the Housing Element's objectives, and may be focused on those programs which would assist low- and moderate-income persons with securing rental and home ownership. Targeted programs for mixed-use projects and live-work space are also under review.

a. Merged Redevelopment Area

For a five-year period ending in FY 1994-1995, a local non-profit housing developer has received all the redevelopment housing set-aside funds for the 130-unit Neary Affordable

Housing Project (95 units of cooperative family housing and 35 units of Section 202 senior housing). Redevelopment assistance has been in the form of a $300,000 grant and over $1 million towards the construction of a storm drain project necessitated by the housing project.

The Redevelopment Agency has provided a projection of housing set aside revenues for planning purposes. Tax increment revenues are projected using 1991/92 assessed property valuations at a conservative 4% growth rate per year. The projections are calculated based on current law, and do not reflect any state legislation which may have an effect on future tax increment and housing set aside revenues.

Preliminary estimates of housing set-aside revenue from FY 1995/1996 to FY 1999/2000 start with $200,000 available in 1994/1995, with increasing annual allotments each year thereafter, resulting in a total over the five-year period between 1996 and 2001 of about $2.5 million.[26]

b. Eastside Business Improvement Project

For FY 1991/1992 to FY 1995/1996, the Eastside Redevelopment housing set-aside funds are being reserved for possible use in a planned housing development in order to subsidize one of the proposed affordable units so that it may be occupied by a very-low income household. It is estimated that a subsidy equaling the next five years' set aside revenue will be required in order to make a unit available for a very-low income family of four.

In FY 1991/1992, the total tax increment (not just the 20% housing set aside) in the project area was about $80,000. It is projected that the combined housing set-aside revenue from FY 1992/1993 through 1997/1998 (using a 4% increase of revenue from 91/92) will be about $90,100. Meeting the Agency's requirements under redevelopment law will probably require that set-aside funds from this project area be retained within the project area to be used on one or two units, to provide unit(s) affordable to very-low income household(s).

10. First-Time Home Buyers/Mortgage Credit Certificate Program

A Mortgage Credit Certificate (MCC) program to assist low and moderate income first-time home buyers has been available in the City since 1988. The Mortgage Credit Certificate Program, operated by the County Housing Authority, assists low and moderate income households by annually providing a 20% federal tax credit against the mortgage interest of the home purchased. As of October 1991, 17 mortgage credit certificates had been issued in the City, 2 of which were for inclusionary units. The MCC program recently received an additional countywide allocation of $12 million, which will be available through December of 1994.

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[26] These revenue figures are based upon projections from the 1991/1992 assessed property value projected at a 4% growth rate per year assuming no change to redevelopment law.

F. HOUSING CONSTRAINTS

This section provides an analysis of potential and actual constraints upon the maintenance, improvement, or development of housing for all income levels. Governmental constraints such as land use, zoning and infrastructure availability, and non-governmental constraints such as construction costs and financing availability often have an effect upon the development and maintenance of housing within the community.

1. Appropriate Land Use Designations and Zoning Districts

Adequate Zoning Mechanisms. The ability to assign and define land use designations, zoning densities and site improvement standards is one of the most powerful tools available to cities for influencing the type and distribution of housing that is built. Land use designations are established in the Land Use Element of the General Plan, while specific development densities and standards are set in the City Zoning Ordinance. The City's land use diagram describes five land-use designations and the Zoning Ordinance describes six districts in which land use is primarily residential. In addition, four commercial and one industrial designations and districts allow residential uses either as principally permitted or conditional uses (see Table H-23 for residential designations). The City's Special Density Allowance, High-Density Overlay Zone, and density bonus provisions in the Inclusionary Housing Ordinance can allow increased densities in a residential development. The Accessory Dwelling Unit Ordinance and Inclusionary Housing Requirements also increase the number of affordable units within the City.

The application of available residential land use designations and zoning districts does not form a significant constraint to the development of housing in Santa Cruz. As described in the Housing Opportunities section, sufficient vacant land remains in the City to accommodate approximately 2,490 new housing units, sufficient to accommodate the regional fair share allocation of 2,230 by the year 1996. Mixed-use projects in commercial areas, intensification of existing residential areas, the development of secondary/accessory units, and the impact of the State Housing Density Bonus Law represent additional residential development opportunities.

Development standards such as height, setbacks and so forth also do not form a constraint to the development of housing. The City's residential development standards are very typical of the range of standards found throughout the State of California. Additionally, the City offers the Planned Development (PD) permit as a mechanism to vary site development standards on a case by case basis from the defined zoning district standard, if the site is 20,000 square feet or greater.

Although Santa Cruz has adequate lands to accommodate its fair share allocation, there is not such an oversupply of land that land supply does not have an effect on land costs. The relative scarcity and lack of land choice places a premium on the cost of desirable, vacant developable land. It is also important to recognize that, as infill development continues and easily-developed parcels are used, the pace of development may slow due to the difficulty of developing remaining parcels. There are few options available for Santa Cruz with regard to increasing residential land supply. Development of land on the periphery of the city, which is constrained by various factors, and annexation of additional territory to the city

limits for the purposes of housing development are not desirable strategies for accommodating significant amounts of housing, as discussed below.

Greenbelt Lands. Certain lands which exist at the periphery of the City of Santa Cruz have been located within the City's Greenbelt Overlay District for the past 12 years. The City's greenbelt has been formed of publicly- and privately-owned land zoned and/or used for open-space-character land uses, including natural areas, City- and State-owned parks, coastal recreation areas, and agriculture/grazing areas. These lands lie on the periphery of the City and function to give the City definition, emphasizing a compact urban form. They also provide recreational opportunities, protect areas constrained by wetlands, steep slopes or sensitive species, and preserve historic grazing lands.

The City's Greenbelt Overlay District ordinance is due to expire in December of 1992. The General Plan Update proposes zoning designations for the four main privately-owned greenbelt areas. The "Arana Gulch" area will be zoned RS-1A with a Natural Area Overlay over the endangered and threatened vegetation areas, wetland and riparian areas, and steep slope areas and a requirement that development be clustered on the northernmost developable portion of the site. The "Upper Harvey West" area will be zoned RS-1A (1 acre minimum lot size) to reflect its topographic constraints and proximity to the Pogonip area, which is a natural and open space park area owned by the City. The "Westside Kinzli" area will be zoned RS-2A (Residential, 1 lot per 2 acres minimum) to reflect its constraints, which include steep slopes, endangered and threatened species, lack of infrastructure, and riparian and wetland areas. The "Bombay Company" area is now zoned and is to remain zoned EA-20, to reflect its site development constraints, which are similar to those of the Westside Kinzli area, as well as its location most distant from City services and infrastructure, and its current use as grazing lands.

An ordinance in the November 1992 election, asking the citizens of Santa Cruz whether the City should continue the Greenbelt Overlay District for another two years while a Greenbelt Master Planning process occurs was adopted. The master planning process will explore options for public acquisition of all or some of the privately-owned greenbelt lands discussed above, either with or without allowing some level of development to occur. For the purposes of this Housing Element, no housing units are assumed to be accommodated in any of the greenbelt lands (other than 18 at Arana Gulch and five at Westside Kinzli), for the purposes of demonstrating the ability of the City to provide adequate lands to meet regional fair share housing allocations.

Annexation. It is the City's intention not to annex additional lands into the boundaries of the City of Santa Cruz. As reviewed and approved by the Santa Cruz Local Agency Formation Commission (LAFCO), the City of Santa Cruz' Sphere of Influence boundary is co-terminus with its existing city limit line. Lands surrounding the City of Santa Cruz are within the County of Santa Cruz' jurisdiction. As a county which contains some intensely urbanized areas, the County of Santa Cruz does not function to serve only rural areas. Many counties throughout California have expanded the traditional and historic definition and role of county areas, to include urban areas. Having established roles similar to historic city roles, county areas are now reluctant to permit annexations to urban areas, which entails loss of revenues upon which counties now depend.

Therefore, the City of Santa Cruz is not pursuing annexation of County lands, and decisions about housing development on county lands which surround the City of Santa Cruz will be made by the County of Santa Cruz and the Local Agency Formation Commission.

2. Growth Management — Permit Allocation System

Adopted in 1979 as a result of a voter initiative, the City's Growth Management Ordinance was composed of three parts: a permit allocation system that limited City growth to 1.4% per year or the average growth rate from the previous year for the state, whichever was greater; a temporary greenbelt of open-space land uses; and a 15% inclusionary housing requirement. While the permit allocation and temporary greenbelt portions of the ordinance were to expire in December of 1990, a two-year extension of those policies was adopted to allow for completion of the General Plan. Because the number of carryover permits available in 1990 (2,476) exceeded the City's fair-share housing requirements for 1996 (2,230), the permit allocation system was discontinued in 1990 and will not be resumed.

As discussed above, the City expects to conduct a process over the next two years which would explore public acquisition of some or all of the greenbelt lands, with or without some level of development allowed on some of the privately-owned greenbelt lands. Also, the Inclusionary Housing Requirement that resulted from the 1979 initiative will be maintained.

Table H-25

Residential Building Permit Allocation vs. Residential Building Permits Issued

Year	Permit Allocation	Building Permits Issued
1980	295	104
1981	317	72
1982	368	195
1983	335	264
1984	378	149
1985	361	145
1986	322	144
1987	398	136
1988	431	283
1989	500	169
1990	481	49
Total	**4,186**	**1,710**

Source: City Planning Department, 1990

The premise of the permit allocation system was to provide for a fair share of regional and state growth and to effect a fair distribution of the new units allowed to meet the needs of all residents of Santa Cruz. Each year, the growth management ordinance directed the City Council to establish a housing unit target calculated on State growth during the previous year. This target was determined by applying the growth rate for the State to the City's population, determining the permitted population growth for the City. This population growth was then divided by the Department of Finance's estimated household size to determine the number of housing units needed to house the additional growth. This figure then became the housing unit goal adopted by the City Council. The total goal figure was then allocated to small and large projects with a specific goal for affordable units. In the event the number of units authorized by the City fell short of the total allocation for that year, unallocated units were carried forward to the following allocation period.

Between 1980 and 1990, there was no year in which the number of building permits were requested and issued approached the total allocation of permits (see Table H-25). In fact,

building permits issued between 1980 and 1990 amounted only to 40.9% of the total allocation. As a result, with the number of available carryover permits (2,476) exceeding the City's regional housing allocation of 2,230 units by 1996, it is clear that the growth management policy has not constrained the creation of housing in any way.

3. Removal of Zoning Ordinance Constraints

The Zoning Ordinance defines the types of permits necessary for various projects, permitted residential densities, and site development standards such as setbacks, height, parking and open space requirements. It also defines certain other development requirements and development mechanisms, such as for inclusionary housing, standards for accessory units, and density bonus provisions. The following discussion provides an assessment of whether current zoning ordinance provisions act as an actual or potential constraint to the development of housing.

Principally Permitted Uses v. Use Permits. In designating lands for residential development, the City is making efforts to maximize the development potential of vacant and underutilized lands, by designating the majority of the larger sites (other than 1 to 2 unit infill sites dispersed throughout the City) for multiple-family rather than single-family development. Historically, the City of Santa Cruz has required use permits for the majority of development within the City. With the establishment of the new zoning districts to implement the new General Plan (actual adoption of the new "replacement" zoning districts is anticipated within 2 to 3 months of adoption of the General Plan), residential uses within residential zones will become principally permitted.

Development Standards for the Beach Flats Residential Area. The Beach Flats neighborhood of Santa Cruz, located adjacent to the Boardwalk amusement park, is characterized by small lots developed with high densities and in a development pattern that is not consistent with permitted density and development standards of the underlying zone. Many of the units are substandard and in need of significant rehabilitation or replacement. In order to facilitate such activities, the City has drafted a "Housing Improvement Strategy" contained in a draft Beach Flats Specific Plan. This strategy calls for increasing permitted density and height, flexible setbacks, reduced open space and parking requirements, and reduced replacement housing requirements. Current Beach Flats development regulations act as an actual constraint, and adoption of the Housing Improvement Strategy and implementing ordinances will be a significant step toward removing development constraints in the Beach Flats area.

Development Standards of other Zoning Districts. With the General Plan 1990-2005, certain existing zoning districts are being consolidated and others are being revised. Revisions to the residential zoning districts include slight increases in permitted density in most residential zoning district, establishment of a High Density (RH) Residential District, and making residential principally permitted uses in residential districts. Current density levels are not thought have been an actual constraint to the development of housing, but the modifications will address that potential. Eliminating and reducing use permit requirements will remove an actual constraint to the development of housing.

Residential development standards for parking, setbacks, heights, and open space are not thought to present an actual constraint to the development of most housing within the City.

The experience of the City is that all parking spaces required are actually needed, as evidenced by indications of parking shortages rather than parking oversupply within various residential projects. Setbacks and height standards are very similar to those established by other jurisdictions. The City has no maximum lot coverage provisions. Further analysis is needed regarding appropriate alternative development types, and supportive development standards for these alternative housing types. This issue is discussed below.

Zero-Lot Line/Half-plex;"Duet"/Townhouse/Condominium Development. The City of Santa Cruz Zoning Ordinance does not explicitly provide for zero-lot line, "halfplex" (duplex, with each side owner-occupied), and other types of innovative non-traditional development patterns. While the Planned Development Permit (see discussion below) has been established as a vehicle by which site development standards can be modified, such as setbacks (conceivably including zero setbacks), the use of the PD vehicle is limited to developments on sites greater than 20,000 square feet. Therefore, depending on the density of the underlying zone, condominium projects in the R-M District of approximately 12 or fewer units can not be created. Halfplexes and small zero-lot line developments are precluded, and condominium projects of 6 or fewer units in the R-L District are precluded.

These newer development types have been shown in other communities to be more affordable than traditional single-family unit development. Therefore, allowing for small owner-occupied projects of this type could serve to increase affordability to those attempting to purchase a home in Santa Cruz.

In addition to the Zoning Ordinance revisions already underway as discussed above, this Housing Element contains a program calling for a comprehensive analysis and revision of the City's Subdivision Ordinance and Zoning Ordinance related to non-traditional owner-occupancy housing types.

Permitted Densities. As noted above, permitted densities are being increased in most of the residential zoning districts, which addresses a potential constraint. Also, significant revisions to the city's accessory unit provisions have been drafted and are should be adopted by late 1992 or early 1993. The revisions will remove actual constraints to the development of accessory units, chiefly by removing occupancy/rent-restriction requirements.

Accessory Unit Provisions. As noted above, current accessory unit provisions have been a constraint to the development of accessory units, resulting in accessory units not being created, or being created illegally.

Planned Development Permit Provisions. Currently, use of density bonus provisions, and of condominium/townhouse development regulations, is tied to use of the Planned Development (PD) Permit mechanism. Findings which must be made for approval of a Planned Development Permit include that the amenity level and the amount of open space shall be greater than what would be required by the underlying zoning district. This acts as a constraint to the use of the density bonus provisions, since to achieve greater density and the greater affordability it is more often necessary to **decrease** amenities and/or open space, but certainly not provide even more open space than usually required.

Also, use of the PD procedures is only allowed for sites at least 20,000 square feet in size, unless 100% of all units to be created are to be affordable units. This prevents the use of

density bonus provisions for smaller projects. It also prevents smaller condominium projects from being proposed and developed.

Density Bonus Provisions. In addition to the constraint of being linked to the PD Permit provisions, the City's density bonus provisions are non consistent with current State law. The inconsistency itself is not believed to act as a constraint to use of the density bonus, since State law is more restrictive of rents than current City provisions. The City of Santa Cruz intends to revise its density bonus provisions by mid-1993.

Mixed-Use Development Standards. Many of the City's non-residential zoning districts allow for residential development as well, thus allowing for mixed use developments. For residential units in mixed use projects, permitted density is generally one unit per 1,500 square feet of land area (except for the downtown area, for which the High Density Overlay District established a very liberal density standard, essentially requiring conformance only with the Uniform Building Code). Certain development requirements, such as for open space, are not defined, with the only established parameter being the need to be consistent with necessary design permit findings.

There may be opportunity for allowing for increased density for residential units in mixed use projects (using the example of the HD-O District), and it may be that greater specificity for certain development standards would increase developer confidence that a mixed use project is consistent with city parameters and is therefore likely to be approved. On the other hand, greater specificity could serve as a constraint by establishing requirements which may be difficult to achieve in every mixed use project, which can be more varied than traditional single-purpose developments.

Single-Room Occupancy (SRO) Regulations. Currently, the City of Santa Cruz allows for Single Room Occupancy development in the I-G (General Industrial) and CBD (Downtown) zoning districts. Currently, minimum size, open space and parking requirements are established, which are in addition to the other development standards of the underlying district. The City has drafted revisions to the Zoning Ordinance to allow SRO development in other commercial districts of the City and to better define development standards.

It is not believed that not having allowed for SRO development in other commercial zones has acted as a constraint to SRO development, but making provision for and better defining development standards will address a potential constraint on the development of this type of housing resource. SRO development is occurring in the downtown area, chiefly through the use of the city's reconstruction permit, which allowed for construction of buildings as they existed prior to the October 1989 earthquake.

Inclusionary Maximum Rent Methodology/In-Lieu Fee Option. Some housing developers have stated that the City's 15% inclusionary requirement is an actual constraint to the development of housing, since it depresses the price of some of the units at the expense of driving up the cost of the remaining units, perhaps past the point of marketability. While the City is committed to maintaining an inclusionary requirement, and in fact has developed a Housing Element program which calls for study of the feasibility of increasing this requirement, it may be that adjustments to the ordinance could reduce some of the constraint it represents.

One possible modification is to the amount of rent or the sales price able to be charged for inclusionary units. Currently, inclusionary rental maximums are established based on **city** median income rather than county median income. City median income was 8.16% lower than the County median in 1980, therefore annual HUD median income figures are currently reduced by 8.16% for the purposed of calculating maximum rents. Also, inclusionary rents are established based on 25% of income toward housing costs, rather than the accepted standard of 30% of income to rent as affordable (see Table H-24). In 1990, City median income was a full 16.5% lower than the County median. If the same methodology is continued, even lower inclusionary rental unit revenues will create even more of a constraint to the development of rental inclusionary units.

This Housing Element calls for analysis of the inclusionary maximum rent structure, with revision possible by mid-1993.

Residential Demolition/Conversion Authorization Permit Requirements. Stemming from housing element law applicable to the coastal zone, the City of Santa Cruz has adopted a citywide ordinance requiring replacement of units proposed for demolition or conversion which serve low and moderate income households. In the Beach Area (R-T Districts) the requirement for 100% replacement of the number of bedrooms contained in units which served low and moderate income households. In the Commercial (C- Districts) areas the requirement is also for 100% replacement. In the remainder of the City, the requirement is for 50% replacement. Since over 66% of the City's households are low and moderate income, virtually all units which would be proposed for demolition or conversion to non-residential use are generally occupied by low and moderate income households.

The requirement to replace these units is a significant constraint to redevelopment of underutilized lands or substandard housing. While the existing units were serving low and moderate income households, rarely are rent restrictions involved. Thus, a developer is faced with constructing new units which will be rent-restricted, in addition to constructing whatever project was triggering a need to demolish or convert the existing housing.

This Housing Element contains a program calling for analysis of the Residential Demolition/Conversion Ordinance. Abolition of such ordinance may remove constraints to redeveloping areas which are currently underutilized or which contain housing units nearing the ends of their economic life. Removal of this constraint could ultimately lead to construction of a greater number of housing units than now existing in those areas, with at least 15% of the new units being affordable inclusionary units. In this way a greater number of actually rent-restricted affordable units could be obtained. Other options for modification of ordinance provisions include restriction of the replacement requirement to apply only to units serving **low** income households, rather than low and moderate income households; and/or reduction of the percentage replacement requirement.

4. Development Review and Permit Processing

The carrying costs associated with developer financing during that review period can add significantly to the cost of the project. However, these time frames are typical throughout California, especially in a city such as Santa Cruz where, generally speaking, the easiest areas to develop have already been developed. In general, the time required for development review increases with the complexity of the project or the constraints of the

land and the number of agencies involved in the review. Simple projects such as individual single-family or fewer than four units on previously subdivided parcels typically require two or three months to process. Larger multi-family projects or projects requiring an EIR often take a year or more for full review and approval.

Permit processing and development review times are not at the sole discretion of the City, since State- and federally-mandated procedures (CEQA, etc.) determine time required for portions of the process. In the past, the City has shown flexibility in giving priority to projects including low income housing to keep permit processing time from being a constraint on the development of this housing. The City will continue to show flexibility by prioritizing low-income housing projects and minimizing permit processing time for all projects to reduce constraints on the development of housing.

City of Santa Cruz citizens are very involved in the land use decision-making process. At times, citizen demands and requests for more time and more information prior to a decision have lengthened the time taken to process a development application. This is a factor which can be addressed to some extent by providing adequate information and public process to begin with, which also take time. Also, providing clear information to the development community and to the public about the parameters of the public process and applicable laws may help reduce permit processing times. The State of California, via its public notice requirements and other laws, and the City of Santa Cruz, supports the active involvement of its citizenry. The public hearings that are a part of most land use decisions are a required throughout California, and while these may present a constraint to some developers in pursuing projects, this is a constraint that is of no greater magnitude in Santa Cruz than elsewhere.

5. Availability of Services and Infrastructure

The City is limited in terms of infrastructure and financial resources needed to provide adequate water, police, fire, parks, sewage treatment and other public facilities, and these limitations could be a factor limiting all types of new development at some point in the future. Street capacities are approaching their limits, and a drought beginning in 1987 and continuing through 1991 has increased concern about water availability in the future.

Although the City of Santa Cruz, as many other cities, is experiencing more difficulty in providing for the standard and desirable levels of services, the availability of services and infrastructure will not limit housing development during the term of this Housing Element, and the regional fair share allocation of 2,230 units can be accommodated. Water service and wastewater treatment capacity will not be a limiting factor in development by 1996.

Continued residential development may lead to further decreases from the desired ratio of service provided to population, such as numbers of police officers and fire control personnel per 1,000 population, amount of neighborhood and community park area per 1,000 population, and levels of service on City streets. This situation is a reality and a constraint becoming more and more common throughout California.

6. On- and Off-Site Improvements, Development Fees and Other Exactions

For a residential project, developers must provide on-site improvements consistent with the requirements of the applicable zoning district. On a case by case basis, a developer must provide certain off-site improvements as well, such as streets, curbs, gutters, sidewalks, street trees, drainage, water, sewer, power and communication utilities, and traffic improvements. These on-and off-site development standards regulate development of housing to produce a safe, pleasant living environment for households of all income levels.

In this post-Proposition 13 era, the City of Santa Cruz has joined with most other cities throughout California to impose development fees on new development. The City's development fees are similar to those charged by other local cities and, as part of it's housing program, the City will review the fee structure and adopt revisions if necessary. In particular, it may be that a variable rate structure charging by square footage of development or units may be more equitable.

Table H-26

Typical Residential Development Fees — 1990

Fee Description (Fee Formula)	Single-Family Unit[1]	Multi-Family Unit[2]
Building Permit ($639.50/100,000 + $3.50/$1000 value)	$ 697.53	$ 440.47
Building Plan Check (approx. 65% building permit fee)	$ 453.39	$ 286.30
Planning Plan Check ($100 + $3/$1000 value)	$ 449.74	$ 267.31
Design Permit ($150 + $200/unit)	$ 350	$ 300
Use Permit ($200)	$ 0	$ 200
CEQA Exempt/Neg Dec ($20/$250)	$ 20	$ 250
Fire Fee (20% of building permit fee + 20% of design permit fee)	$ 767.53	$ 148.09
Park Fee ($80/bedroom)	$ 240	$ 160
School Fee ($1.58/square foot)	$ 2,370	$ 1,264
Sewer Fee ($720/unit)	$ 720	$ 720
Water Fee ($2,735/unit)	$ 2,735	$ 2,735
Total	$ 8,803.19*	$ 6,771.17*

* Relatively minor fees such as electrical, plumbing, mechanical, sprinklers and strong motion are also charged, which can add another $100 - $200 to the cost of both single family and multiple family units.

[1] Assume a single family unit is 3 bedrooms; 1,500 square feet in size with building valuation of $74.00 per square foot for single family structure and assume $18.60 per square foot for a 300 square foot garage area.

[2] Assume multiple family unit is 2 bedrooms; 800 square feet in size, with building valuation of $63.90 per square foot for multiple family structure and assume $18.60 per square foot for a 250 square foot garage area.

Source: City Planning Department

Development fees recover a portion (about 50%) of cost of staff review of development applications. Infrastructure connection fees are also assessed on new development to assist with meeting the costs of extending and providing services and infrastructure. These fees do pose a potential constraint to the development of housing, but one that is not unique to the City of Santa Cruz. The City assesses development fees for building permits, water, sewer and park dedication and is in the process of developing a transportation impact fee. The fees charged by the City of Santa Cruz are actually lower than those imposed by certain other communities. In addition to these fees, the Santa Cruz City School District also charges a school impact fee of $1.50 per square foot for new residential units and for some residential additions. The

City does not collect the school fee but requires proof of payment prior to issuance of a building permit. Typical development fees are shown by Table H-26 on the previous page.

Typically, the cost of these fees is passed on the housing consumer, which increases the cost of housing. Additionally, the price of resale homes, for which no fees were paid, also increases by a comparable amount to maintain the unit's market value in relation to new housing. This phenomenon does make housing more unaffordable to many housing consumers.

Development fees are typically calculated per unit rather than by building square footage, creating a disincentive to develop larger numbers of smaller units. The City will be analyzing its fee schedule to remove this type of disincentive, which has likely acted as an actual constraint to the development of a larger number of smaller units, with developers opting to construct fewer larger units instead.

Currently, the City of Santa Cruz often waives sewer and water fees for affordable units. However, this is done on a case by case basis by the City Council, so there is a degree of time/process, and uncertainty, for developers about fee waivers for affordable units. In order to remove this potential constraint, and provide a more explicit incentive to the development of affordable units, the City will be placing fee waiver provisions in an ordinance format.

7. Building Codes and Enforcement

New residential construction is subject to numerous code requirements, including the Uniform Building Code and related trade codes, the California Energy Code and State Title 24 regulations, federal floodplain regulations, and state seismic safety requirements. These codes can add substantially to the cost of development, but have been established to provide for safe and efficient dwellings. These codes and regulations are used in jurisdictions throughout California. While the City of Santa Cruz Building Division has modified these codes slightly, there have been no complaints to indicate that these modifications are a constraint to housing development. Requests for inspections are generally accommodated within 24 hours, with only very rare situations when a two day wait is necessary.

While new residential construction is required to meet these building codes, there is no ongoing systematic enforcement of these codes for existing dwellings. With the exception of the Target Area, where pro-active code enforcement is occurring, existing units are inspected only when complaints are received or when an owner seeks a permit for additional construction. Certain types of additions require the applicant to bring the building (or part of it) up to current codes.

In order to promote greater conservation and rehabilitation of existing dwelling units, the City of Santa Cruz will consider implementing a citywide pro-active approach to code enforcement, or establishing a pre-sale inspection program.

One constraint to the development of creating additional dwellings on an existing housing site, or to making additions to existing dwellings, is the City's fire sprinkler ordinance. This ordinance requires all new construction to be fire-sprinklered. While this can be relatively easily accommodated in new construction, it becomes somewhat more difficult for

rehabilitation or addition projects. However, exceptions to this requirement are made for certain types of rehabilitation projects and sizes of structures. This ordinance was enacted due to diminished staffing ratios for the fire department, with a consequent diminished capacity to address fire situations. Fire sprinklers provide for increased safety to persons and property, and can act as a mechanism increasing the conservation of the existing housing stock.

Another constraint to the development of housing in FEMA flood regulations. These regulations essentially prohibit new residential construction within the floodway, and impose special design requirements for residential projects located in the floodplain. The City of Santa Cruz is acting to remove the constraint to projects located in the floodway by making improvements to the San Lorenzo River levees, that will increase the developability of certain lands. Design standards for projects within the floodplain are not unreasonable, and although they may represent a potential constraint to some degree, they also could ultimately serve as a mechanism which assists with conservation of the housing stock.

8. Article 34

Article 34 of the California State Constitution requires public entities to obtain voter approval prior to developing, constructing, or acquiring low-rent housing projects. City of Santa Cruz voters in 1979 passed a general authorizing referendum providing Article 34 approval for low-income rental housing projects in an amount not to exceed one-half of one percent of the total housing stock per year. In August of 1990 the California Supreme Court ruled that such general authorizations are sufficient to meet Article 34 requirements. With a total housing stock of 19,364 units in 1990, at least 97 units per year of affordable housing are permitted, and this number will increase annually as the base number of total housing units increases.

9. Costs of Housing Construction

Table H-27

Market constraints significantly affect the cost of housing and are important factors to take into account when discussing affordable housing. Escalating land prices and construction costs, and high interest rates are major contributors to the ever increasing cost of housing in the Santa Cruz area. Table H-27 provides information about the typical cost components of housing developments in Santa Cruz. This table reflects actual project data averages obtained from builders active in Santa Cruz. In this table, the primary variable between single-family and multiple-family development is in land price. To the extent that multiple-family units could be smaller than single-family units, there actually should be savings in labor and materials for multiple family units, which should decrease some of the other costs such as construction financing, overhead and profit, thus decreasing the per unit cost of multiple-family units.

Typical Cost Components of Housing Development*

Cost Component	Cost
Labor	$ 38,500
Materials	59,500
Construction Financing	25,000
Other Costs	12,000
Overhead & Profit	30,000
Unimproved Land	
Single-Family	110,000
Multi-Family	90,000
Total	
Single-Family	**$275,000**
Multi-Family	**$255,000**

* Based on actual project data averages obtained from builders active in Santa Cruz — 1990.

10. Financing Availability

Interest rates for home financing and rental development have a crucial effect on the affordability of housing in Santa Cruz. In 1990, a home buyer would need a monthly income of $5,000 to qualify for a 30 year fixed rate $180,000 mortgage at a rate of 10%. The same applicant would need a monthly income of $4,500 to qualify for a variable interest loan for the same amount.[27] Another financial constraint is the practice of red-lining. Redlining is a discriminatory financial practice whereby lenders refuse to finance loans in particular areas. An examination of the Federal Home Loan Bank Mortgage Disclosure from 1987 to 1990 shows no evidence of red-lining in Santa Cruz.

An additional financial constraint on the affordability of housing is the cost of first month's rent and security deposit. In Santa Cruz, one bedroom apartments typically rent for $600. Newer and larger units cost correspondingly more. Usually, landlords require at least the first month's rent and a security deposit of $350 to $600 prior to occupancy. The result is that renters must pay between $950 and $1,200 to move into a typical one-bedroom unit. If a last-month payment is also required at the time of occupancy, the move-in payment can range from $1550 to $1800. This high cost of occupancy forms a large barrier to entry, especially to lower-income households. The City of Santa Cruz will be investigating the feasibility of a "Move-In" program to assist rental households in obtaining housing.

[27] Bank of America in Santa Cruz

G. HOUSING GOALS, POLICIES AND PROGRAMS

Many of the goals, policies and programs contained in this section of the Housing Element relate to a primary desire of the City to emphasize the production of affordable rental housing. About 70% of the identified housing unit potential of the City is designated for multiple-family density. It is anticipated that the majority of the housing unit potential within the Central Core area (downtown, South of Laurel and Beach areas) will be developed with rental housing, at relatively high densities. Many other areas of the City also have potential to be developed with rental housing.

In order to facilitate the production of this housing, the City has identified several potential modifications to development ordinances and its development fee structure which would remove barriers and disincentives to the production of rental housing. Development of affordable rental housing is expected to serve the needs of small, elderly, special needs, student, and other households. Development of small, affordable rental units is also expected to have an indirect effect of making existing large rental units available to large households, as separate households currently sharing large units are able to take advantage of affordable opportunities to reduce sharing and overcrowding.

Many of the following goals, policies and programs reflect the City's emphasis on the production of rental housing.

HOUSING SITES AND OPPORTUNITIES

GOAL H 1 : Provide adequate sites and opportunities to meet identified regional fair share housing allocations for Santa Cruz.

Policies and Programs:

1.1 During the State/AMBAG fair share allocation process for the years 1996-2001, evaluate the City's regional fair share allocations and ensure that they are consistent with land-use, environmental, physical, and infrastructure constraints within the City.

1.2 Ensure that adequate land suitable for residential development is available to accommodate the City's fair share allocation of 2,230 units by July 1, 1996, with opportunity to accommodate at least 176 very-low income households, 142 low income households, and 472 moderate income households. Strive to attain at least the quantified objectives by income level detailed in the table below, which represents a summary of the individual quantified objectives by program area discussed in the remainder of the Goals and Policies section of this Housing Element. See Tables H-15, H-27.

Objective: Designate adequate land to accommodate at least 176 very low income units, at least 142 low income units, at least 472 moderate income units, and up to 1,440 above-moderate income units. (See Table H-28, next page)

Target: Citywide

Table H-28

Housing Construction, Rehabilitation and Conservation by Income Level

Income Level	New Construction*	Rehabilitation**	Conservation***
Very-Low Income	200	150	350
Low Income	200	400	650
Moderate Income	500	200	400
Above-Moderate Income	1,330	300	150
TOTALS	**2,230**	**1,050**	**1,550**

NOTES:

* New Construction numbers include those units newly constructed which are rent-restricted to serve the identified very-low and low income levels, or which are inclusionary/accessory/assisted (e.g. MCC and UCSC mortgage-assistance programs) units rented to low income or sold to moderate income households. Moderate income numbers include some market rate units that would be affordable to moderate income households due to density and other factors.

** Rehabilitation numbers include those very-low and low income units publicly assisted with rent restrictions or directly assisting low income homeowners, such as through the City's Housing Rehabilitation and CDBG Programs. Moderate and above-moderate income rehabilitation numbers are assumed to occur through the private market, such as through home equity improvement loans and other owner-obtained funding sources.

*** Conservation numbers in the very-low, low and moderate income categories represent about 20% of the City's multiple family housing stock remaining in rental status due to the city's condominium conversion restrictions, which is about 1200 units. This is the estimate of the portion of the total 5,824 multiple-family unit inventory which could have been at risk of conversion to condominiums . The numbers also include the 355 mobilehomes located within the City which will remain due to mobilehome park conversion restrictions.

1.3 Require preparation of Specific Plans for larger developable residential areas to ensure that the City's housing unit goals for those areas are achieved, as detailed by the General Plan and Vacant/Underutilized Residential Land Inventory. (See policies L 2.2.1, L 2.2.2, L 2.2.3, L 2.2.4, L 2.2.5, L 2.2.6)

1.3.1 Concentrate housing development in the Central Core by designating the following areas to accommodate housing at increased densities. (See policies under L 2.6.3)

1.3.1.1 Within the Central Core planning area, accommodate 200 units Central Business District, 200 units within the North River Street area, and at least 300 units in the South of Laurel area. (See policies L 2.2.2, L 2.2.3)

1.3.1.2 Adopt the Beach Flats Housing Improvement Strategy contained within the Draft Beach Flats Specific Plan by Spring of 1993, to enhance the feasibility of redevelopment of underutilized and substandard residential sites. (See policies under H 4.3)

1.3.1.3 Develop incentives for mixed-income and market-rate housing in pedestrian and transit-responsive developments within the Central Core area; such as reduction or elimination of parking requirements, increased density allowances, and use of redevelopment resources.

Objective: Accommodate at least 700 units in the Downtown Central Business District, South of Laurel and North River Street areas.
Target: Central Core

1.3.2 Accommodate up to 120 units in the Swenson area, approximately 200 units in the Terrace Point area, and up to 100 units in the Golf Club Drive area. (See policies L 2.2.4, L 2.2.5, L 2.2.6)

Objective: Accommodate approximately 420 units within identified key residential opportunity areas.
Target: Westside Lands properties, Golf Club Drive area

1.4 Establish a procedure for development review staff to use the Vacant and Underutilized Residential Land Inventory as an application review tool, in conjunction with applicable Specific Plans, to ensure that the number of housing units proposed for construction is consistent with the City's housing unit goals as detailed in the Inventory, Specific Plans, and resulting from policy L 2.6.4. (See policies under L 2.6.2)

1.5 Modify Zoning Ordinance provisions as necessary and feasible to remove regulatory barriers to the development of housing, especially for multiple-family rental housing.

1.5.1 Eliminate or modify the residential demolition/conversion ordinance in order to remove an impediment to redevelopment of underutilized and/or substandard areas. Modifications could include requiring only low income-serving units to be replaced (rather than low and moderate), or reducing the percentage replacement requirement.

1.5.2 Eliminate use permit requirements for residential development in residential zoning districts.

1.5.3 Review the Zoning Ordinance and the Subdivision Ordinance, and implement modifications as necessary, to ensure that development standards do not unintentionally create barriers to creation of non-traditional housing types and/or situations, such as "halfplexes", zero-lot line developments, CoHousing, house-sharing, SRO units and cooperative housing. (See policy H 5.3)

1.5.3.1 Revise Planned Development Permit provisions which currently call for a minimum of 20,000 square feet of land for any PD

project, to reduce required land area to an amount that does not constrain non-traditional housing types.

1.5.3.2 Allow for the development of halfplexes on corner lots as principally permitted uses.

1.5.3.3 Implement zoning ordinance revisions to allow for Single Room Occupancy housing developments in commercial zoning districts, and to better define SRO development standards.

1.5.3.4 Update and refine the Subdivision Ordinance, ensuring that it is compatible and consistent with the Zoning Ordinance, and allows for development of alternative housing types.

1.5.4 Analyze the methodology used to establish inclusionary unit rental and sales prices; implement modifications as necessary to ensure consistency of definition with common Federal and State definitions, to establish equitable prices, and to remove potential barriers to the production of housing units. In particular, review use of City vs. County median income, allowed percentage of income to housing costs, and any disparity between rental and sales price methodologies which may provide a disincentive to the production of rental housing.

1.6 Continue to work with the Army Corps of Engineers and other agencies to improve the San Lorenzo River levees so that the floodway designation can be removed from certain lands, allowing for residential development in accordance with floodplain regulations. (See policies under S 3.3)

1.7 Implement incentive programs within the Zoning Ordinance to encourage the production of housing units sized to match market and demographic needs and demands and encourage affordable and market rate rental housing. (See policy L 2.6.4 and L 2.6.5.2)

1.7.1 By mid-1993, revise density bonus provisions to achieve conformance with State law. (See policies under H 3.4.1)

1.7.2 Revise Planned Development Permit ordinance to remove link between density bonus and planned development permit, so that density bonus projects are not required to provide a greater than usual amount of open space. (See policies under H 3.4.1)

1.7.3 Analyze the potential for allowing increased density for residential units in mixed use projects, using the example of the HD-O District; and study and implement appropriate development standards for residential units in mixed use projects, especially for parking and open space standards. (See policy L 2.9)

1.8 Maintain, modify and/or establish other City policies and practices as necessary and feasible to remove regulatory barriers to the development, conservation and rehabilitation of housing.

1.9 Work with local housing builders and housing advocates to ensure that local policies encourage and do not inadvertently discourage or prohibit the construction of for-sale and rental housing affordable to moderate- and low-income households in the market place.

1.9.1 Continue to minimize permit processing times for all projects, in order to minimize the cost of development review to developers, thereby reducing housing costs to consumers.

1.9.1.1 Give special permit processing priority to projects which contain at least 25% affordable units.

1.9.1.2 Provide complete, accurate and clear information to the development community and to the public about development ordinances and public review procedures and timelines.

1.9.2 Review the existing development review fee structure to determine if the current fee structure is appropriate. Recommend changes if the existing fee structure is found to be unequitable and/or is constraining the development of multiple family rental units within the City.

1.9.2.1 Consider implementing a reduction of permit fees pro-rated to the degree of energy efficiency of the project. (See policy EQ 5.3.1)

1.9.3 Analyze the desirability of implementing an illegal unit amnesty program by December 1993, whereby existing illegal accessory units are reviewed through the permit approval process, brought up to code, and made legal, in order to preserve the existing housing stock. Consider some percentage reduction in fees to induce owners to legalize within the amnesty period; and subsequent enforcement and double fees after expiration of the amnesty period.

1.9.4 Continue full or partial fee forgiveness for water and sewer connection fees, and reduction of parking, minimum lot area, siting and other development requirements, in order to provides incentives for housing developments which include a greater percentage of low and moderate income housing units.

1.9.4.1 Establish an ordinance codifying the City's fee waiver policy for affordable housing units. Provide for waivers of water and sewer connection fees at a minimum, and possibly other fees. Ensure that all types of affordable units qualify for fee waivers, including those developed under inclusionary and density bonus provisions.

1.9.4.2 Consider further reductions in development requirements, on a case by case basis, where such requirements conflict with state or federal regulations or affordable housing funding policies.

1.9.4.3 Analyze the methodology used to determine water and sewer connection fees; consider implementing a revenue-neutral methodology based on a square footage rather than per unit basis, if it is determined that a per unit fee provides a disincentive to the production of small rental units rather than larger single-family units. See policy H 3.10)

Objective Assist 300 units using fee forgiveness by July 1, 1996.
Target: City-wide

1.10 Maintain existing City ordinances which prohibit housing discrimination on the basis of race, color, sex, religion, age, marital status, sexual orientation, children, physical disability (including chronic illness) or mental disability.

1.11 Ensure the availability of adequate community facilities and services to serve the expected housing unit growth within the City. (See policies under goal L 4.)

SPECIAL NEEDS HOUSING

GOAL H 2: Provide for the development of adequate housing and supportive services for special needs populations such as the elderly, physically disabled, chronically ill, mentally disabled, large/overcrowded households, agricultural workers, students, single-parent households and the homeless.

Policies and Programs:

2.1 Provide for the housing needs of elderly persons by continuing to support the Senior Network Housing matching service, and by providing an adequate stock of very affordable rental housing for seniors which is located near transit corridors and in close proximity to shopping, drug stores, senior centers, senior support services, and medical facilities.

2.1.1 Provision of small, 1- and 2-bedroom affordable rental units would best meet the needs of seniors who desire to remain independent but have limited incomes.

2.2 Develop a program to comply with Federal Fair Housing Regulations, Section 504 regulations and the Americans with Disabilities Act (ADA) to end discrimination in housing based upon disabilities.

2.2.1 Initiate an educational program designed to inform disabled persons about fair housing laws, how to establish tenancy, and tenants rights and responsibilities; and designed to inform landlords about tenants rights, fair

housing laws, common income sources of disabled persons, facts regarding perceived liability issues, and optimal methods of advertising vacancies and avoiding discriminatory practices.

2.2.2 By 1993, revise the Zoning Ordinance to require adaptable housing unit construction for persons with physical disabilities and indicate the percentage of multi-family ground-floor units to be adaptable and accessible.

2.2.3 Survey all multi-family complexes to develop an inventory of physical disability equipped units by 1993, and work with organizations representing the disabled in order to institute a matching service.

2.2.3.1 Ensure that a well-publicized waiting list of residents in need of physical disability equipped units, but currently not residing in one, is created by 1993.

2.2.3.2 Request that owners of physical disability equipped units give priority to individuals from the waiting list for filling vacancies.

2.3 Allocate funds and work with public and nonprofit housing providers to provide group housing suited to the special needs of persons with the HIV virus.

Objective: Provide approximately 50 beds by 1996.
Target: City-wide

2.4 Work with for-profit and non-profit housing developers to encourage development of hospice and lifecare facilities that provide housing alternatives for elderly citizens, the chronically ill, and physically and mentally disabled persons.

Objective: Develop approximately 100 hospice/lifecare facility beds by 1996.
Target: City-wide

2.5 Work with for-profit and non-profit housing developers to encourage development of very affordable SRO facilities located in close proximity to shopping, transit, social services and medical facilities; and which provide housing alternatives for single people, agricultural workers, persons transitioning from homelessness, the elderly, students, disabled persons, and others. (See policy H 1.5.3.3)

Objective: Develop approximately 300 SRO units by 1996.
Target: City-wide

2.6 In cooperation with the County of Santa Cruz Human Services Agency, develop a housing policy by 1994 for meeting the needs of mentally disabled residents for safe and affordable housing.

2.6.1 Evaluate and make recommendations regarding funding options, appropriate design and land use standards, and provision of support services and transitional housing options for the mentally disabled. Consider modification of development standards such as permitting higher densities, reducing parking requirements, and requiring special design features.

2.7 Monitor UC Santa Cruz's compliance with its LRDP EIR mitigation measure of housing at least 70% of all undergraduate students, 25% of faculty, 50% of graduate students in degree programs, and 50% of staff hired from outside of Santa Cruz County on-campus by the year 2005 and assist UCSC staff in lobbying efforts to change University of California policy that on-campus housing must be self-supporting.

2.8 Strive to create affordable housing project(s) within the Beach Flats neighborhood that consists of larger, 3- and 4-bedroom units, to serve the needs of neighborhood families living in overcrowded and substandard conditions.

Objective: Create approximately 50 3- and 4-bedroom units within Beach Flats by 1996.
Target: Beach Flats

2.9 Maintain current emergency shelter resources for the homeless within the City of Santa Cruz, along with supportive homeless services, and strive to create a day center facility and transitional housing facilities to better serve the needs of the homeless.

2.9.1 Provide a day facility by 1996, to provide homeless persons and families with resources which will assist them in making transitions to employment and permanent housing. The facility should include personal lockers, shower facilities, toilets, and a message center.

2.9.2 Work with affordable housing providers to create transitional housing facilities within the City, that will provide an affordable housing resource to persons leaving homelessness, in the interim before entering the standard housing market.

Objective: Assist with development of approximately five sites for transitional housing, providing approximately 40 beds, by 1996.
Target: City-wide

AFFORDABLE HOUSING

GOAL H 3: Strive to provide an increased number of affordable housing units to meet the needs of very-low, low- and moderate-income households in the City, in particular smaller-sized rental units, in order to approximate as closely as possible the actual income distribution of the City's population.

Policies and Programs:

3.1 Use Redevelopment Agency Tax Increment 20% Housing Set-Aside funds to assist with projects and programs supporting the affordable housing objectives of this Housing Element.

3.1.1 Study the potential of agency assistance to the development of mixed use projects, and artists' live work space. (See policy CR 4.6)

3.1.2 By 1995, adopt a Redevelopment Agency Affordable Housing Strategy detailing how housing set-aside funds should be used for the next 5-year period, beginning with the 1995/96 allotment of funds available.

3.1.3 Consider using the redevelopment process to assist with the construction of low and very-low income housing, especially within the Central Core area.

Objective: Assist 200 units by 1996
Target: Central Core; Beach Flats; Very-Low and Low Income

3.2 Work with all housing providers, and strive to take advantage of all available resources and participate in all available programs, which provide assistance to and housing for very-low, low and moderate income households. (See policies under H 1.9)

3.2.1 Focus City housing funding assistance resources and programs on housing for very-low and low income households.

3.2.2 Work with nonprofit and for-profit housing developers to use available housing programs to create new affordable housing projects within the Beach/Lower Ocean Target Area, especially larger rental units for families currently living in overcrowded and substandard conditions.

3.2.3 Use the Target Area Code Compliance Program as a vehicle for publicizing to private property owners the existence of available sources of housing funding assistance, and the existence of housing organizations which may be able to assist with rehabilitation and/or redevelopment of underutilized or substandard sites.

3.2.4 Target new affordable housing projects with the Santa Cruz Community Housing Corporation and complete construction on existing approved housing projects including: El Centro Senior Housing (44 units), La Playa Housing (8 units), and Arbor Cove Senior Housing (35 units).

3.3 By 1993, evaluate and, if necessary, amend the inclusionary housing ordinance to produce a greater percentage of affordable housing opportunities for moderate-, low- and very low-income households.

- Evaluate increasing the minimum inclusionary housing requirement of 15% to at least 25% and consider requirements for very low, low and moderate percentages of the inclusionary requirement for each housing population (e.g. 8% moderate, 8.5% low, and 8.5% very low).

- Evaluate gradually increasing the minimum inclusionary housing requirement over time.

- Evaluate the development of a variable inclusionary requirement based on development density, including the establishment of a 35% inclusionary requirement in the medium and high density residential designations.

- Evaluate and, if necessary, amend the inclusionary housing requirement provision to ensure that it does not create unnecessary barriers to the production of affordable and rental housing in the City.

- Investigate the legality and feasibility of varying inclusionary percentages based upon City priorities for housing development.

Objective: Provide 200 inclusionary units by 1996
Target: Citywide



3.4 Allow for density bonuses of up to 25% to encourage the construction of housing units for low- and very low-income households. (See policies H 1.7.1, H 1.7.2)

3.4.1 Initiate work with the Housing Advisory Committee and Planning Commission to designate areas to implement zoning changes for special density allowances.

3.4.2 Reserve units for very-low and low income households for the life of the project.

Objective: Use density bonuses to promote development of 100 units by 1996
Target: City-wide; Beach Area; low, very low income

3.5 Amend the Accessory Dwelling Unit Ordinance to remove restrictions impeding the development of more accessory dwelling units, and develop and disseminate public information regarding accessory units. (See policy L 2.6.2.2)

3.5.1 Develop an assistance program for design and permit procedures, and construction of second units.

Objective: Provide 50 accessory units by 1996
Target: Citywide; Low and moderate income

3.6 Assist nonprofit housing developers in converting ownership of existing unsubsidized housing to limited equity cooperative and other non-profit ownership structures with financing that assures permanent affordability to low-income households.

Objective: Convert 400 units by 1996
Target: City-wide

3.7 Develop home ownership incentive programs providing downpayment assistance loans and grants, low-interest or deferred interest loans for first time homebuyers.

3.7.1 Continue Mortgage Credit Certificate (MCC) Program administered through the Housing Authority of the County of Santa Cruz.

3.7.2 Search for funding for new home ownership incentive and affordable housing programs through the federal HOME and HOPE programs.

Objective: Use HOME and HOPE funds to assist 50 units by 1996
Target: City-wide; low and moderate income

3.8 Develop a "Move In" type of Rental Deposit Loan Program allowing low-income households (including homeless persons making the transition to a rental situation) to borrow money required as deposits to secure rental housing.

Objective: Provide assistance to 50 households by 1996.
Target: Citywide

3.9 Use CDBG Revolving Loan Fund for Affordable Housing Development and other federal and State funds such as HOME and HOPE to assist developers in developing housing affordable to very-low and low-income households, including purchasing or subsidizing the purchase of land for construction.

3.10 Consider exacting fees or in-kind construction on a sliding scale based on square footage from above-moderate-income housing construction to assist in providing subsidies for affordable housing that cannot be met by governmental and non-profit sources. (See policy H 1.9.4.3)

GOAL H 4: Conserve and improve the existing housing stock throughout the City and in designated target areas.

Policies and Programs:

4.1 Continue providing annual allocations from each years' CDBG entitlement grant to pay for staffing costs of the Unified Housing Rehabilitation Program, and dedicate all program income from loan payments and payoffs to the Program, so that increasing numbers of rehabilitation projects serving low income households can be assisted by the City, thus aiding in conserving the existing housing stock.

4.1.1 Assist efforts to retrofit units with inadequate foundations and other seismic deficiencies. Implement the FEMA-funded Foundation Retrofit Program so that units with inadequate foundations are eligible for rehabilitation grants.

4.1.2 Encourage energy efficient rehabilitation by incorporating energy-saving measures in city-assisted rehabilitation project, and explore the potential of a program to provide matching grant fund for energy conservation measures. (See policies under EQ 5.3 and H 5.2)

4.1.3 Actively pursue Federal and State sources of housing rehabilitation funding as they become available.

Objective: Rehabilitate 250 units, retrofit 300 foundations, and make energy improvements to 50 units by 1996.
Target: City-wide

4.2 Preserve, to the maximum extent possible, existing subsidized housing units located within the City of Santa Cruz which are at risk of converting to market rate units. During the 1991-1996 first five-year period of analysis, strive to preserve the affordability of all 61 units at risk of converting to market rate units during this period.

4.2.1 Provide the following technical assistance for units at risk of conversion to non-low-income use during the 1991-2001 planning period: evaluate legal and procedural framework for preservation; identification and monitoring of projects at risk; analysis of factors that influence an owner's decision to terminate affordability controls; determination of the feasibility of an entity or residents acquiring and preserving at risk housing; analysis of federal, state and local financial incentives to deter conversions and assist with acquisition and preservation of units at risk of conversion such as through the HOPE program or Mortgage Revenue Bonds; work with developers, nonprofit corporations, and resident councils interested in negotiation for acquisition of units at risk of conversion.

4.2.2 Work aggressively with private and non-profit housing providers, and with the current owners of assisted housing projects, in order to fully explore how to best address at-risk housing units. Pursue state and federal housing resources, particularly those that may be created and oriented toward preservation of at-risk units, to the maximum extent feasible.

4.2.3 Contact owners of assisted units well in advance of termination of affordability, to discuss any rehabilitation needs of the housing project, which could lead to Legal Participation Agreements for extended periods of affordability in exchange for below-market rehabilitation loans. Attempt, to the extent feasible, to apply local housing resources such as CDBG, tax increment housing set-aside, HOME Program, and any other available funding sources to at-risk projects to maintain affordability. When feasible, provide for long term affordability for all new projects and renegotiated projects through deed restrictions.

4.2.4 By 1995, analyze the feasibility of a program to conserve existing low-income units by assisting with the purchases of these units by non-profit groups.

4.3 Provide for affordable housing projects, rehabilitation efforts and rental assistance in the Beach/Lower Ocean Target Area responsive to the needs of local residents. (See Map H-4 and policy H 1.3.1.2)

4.3.1 Continue allocating all inclusionary housing in-lieu fees generated between May 1991 and May 1996 to the Target Area Housing and Relocation Assistance Fund to provide incentives for rehabilitation of existing housing units and development of housing affordable to very low- and low-income households, and to provide relocation assistance to persons who may be displaced by housing rehabilitation or other activities in the Beach/Lower Ocean target area.

4.3.2 Within the Beach/Lower Ocean Target Area, encourage new low- and very-low income housing projects by identifying suitable sites for rehabilitation and new construction.

Objective: Provide 5 sites for projects
Target: Beach/Lower Ocean Target Area

4.4 Conduct housing code enforcement on a comprehensive basis with CDBG funds within the Target Area, and with City general funds in other areas of the City, as funding permits. (See policy H 1.9.3)

Objective: Correct 1000 units in substandard condition by 1996.
Target: Beach/Lower Ocean Target Area

4.5 Consider implementing a pre-sale inspection program or some similar program whereby units are inspected for compliance with applicable building codes prior to sale or occupancy, in order to promote greater efforts to rehabilitate and conserve the City's existing housing stock.

4.6 Maintain current condominium conversion regulations, in order to conserve the stock of multiple-family rental housing.

Objective: Prevent conversion of the 5,824 multiple family units within the City of Santa Cruz.
Target: Citywide

4.7 Maintain current mobilehome rent stabilization ordinance and mobilehome conversion regulations, in order to conserve the existing supply of 355 mobile homes within mobilehome parks located within the City.

Objective: Maintain a supply of 355 mobilehomes located within mobilehome parks located within the City.
Target: Citywide.

NON-TRADITIONAL AND ENERGY-CONSERVING HOUSING

GOAL H 5: Facilitate the development of non-traditional housing types such as Transit-oriented developments, halfplexes, zero-lot line developments, Co-Housing, and other community-oriented and energy-conserving housing and land uses.

Policies and Programs:

5.1 Develop co-housing guidelines and identify suitable sites for project development. Encourage provision of affordable housing opportunities for single parent families, with supportive day care and other services provided in common.

5.2 Adopt and enforce requirements for energy conservation and use of solar technologies; and enact renewable energy design ordinances, for new construction and major remodeling, with energy efficiency standards surpassing State Energy Commission standards. (See Policies under EQ 5.3, H 1.9.2.1, H 4.1.2)

5.3 Promote transit-oriented, pedestrian pocket and other types of housing developments that encourage mixed-use, compact design around a central transit station within easy walking distance of all parts of the development, and other measures which reduce dependency on automobile transportation and/or provide shared facilities. (See policies under goal L 5, and policy L 1.9 and H 1.5.3)

5.3.1 Coordinate with SCMTD and SCCRTC on guidelines for the development of housing adjacent to existing and potential transit and light rail corridors or fixed guideway corridors. (See policy C 4.2)

5.3.2 Encourage the development of housing along existing or planned transit corridors and in proximity to large employment centers or destinations such as downtown or the UCSC campus. (See policy L 5.3.4.)

5.3.3 Reduce parking and other requirements for developments that reduce living cost by emphasizing shared facilities and alternative transportation. Examine the needs for deed restrictions and permit parking in such developments to ensure that parking does not become a problem. (See policy L 5.7)

Table H-29

Housing Element Quantified Objectives

	Provide:	
Accessory Dwelling Units	50 units by 1996	City-wide, low-moderate income
Affordable Housing Sites	5 sites by 1996	Beach/Lower Ocean Target Area
Central Core Housing	At least 700 new units	Downtown (CBD), South of Laurel, North River St.
Condominium Conversion	Prevent conversion of 5,824 units	City-wide
Density Bonus Units	100 units by 1996	City-wide
Energy Improvements	50 units by 1996	City-wide
Fee Forgiveness	300 units by 1996	City-wide
HIV Needs	50 beds by 1996	City-wide
Home ownership Incentive Programs	50 units by 1996	City-wide; low/moderate income
Hospice/Lifecare Facility Needs	100 beds by 1996	City-wide
Inclusionary Units	150 units by 1996	City-wide
Land Use Designations	Designate land to accommodate at least 176 very low income, 142 low income and 472 moderate income and up to 1440 above moderate income units.	City-wide
Large Units	50 3- and 4- bedroom units by 1996	Beach Flats
Limited Equity Co-ops	400 units by 1996	City-wide
Mobile Homes	Maintain supply of 355	City-wide
Rehabilitation	250 units by 1996	City-wide
	100 units by 1996	Beach/Lower Ocean Target Area
Rental Deposit Loan Program	Provide assistance to 50 households by 1996	City-wide
Residential Opportunity Areas	Approximately 490 units	Westside Lands Properties, Golf Club Drive Area
Retrofit Foundations	300 units by 1996	City-wide
SRO Units	Develop 200 units by 1996	City-wide
Substandard Units/Housing Code Enforcement	Correct 1000 units by 1996	Beach/Lower Ocean Target Area
Transitional Housing	Locate five sites and complete 40 beds by 1996	City-wide
Target Area Housing and Relocation Assistance	Assist 50 units by 1996	City-wide

ECONOMIC DEVELOPMENT ELEMENT
(Pages 280-296)

A. INTRODUCTION

Business activity is part of the City's fabric, providing a source of jobs and livelihood, and also providing for the wants and needs of residents and visitors. It is crucial that economic development be balanced with adequate housing for City resident workers and that it contribute to the character and quality of life in Santa Cruz. The City's economic health affects its quality of life as well as its ability to achieve the wide range of goals identified in the General Plan.

Historically, Santa Cruz has worked to enhance its economic vitality while preserving its small city character, charm and unique historic, natural and cultural resources. Revitalization of the Beach, Downtown, South-of-Laurel, North River Street, Mission Street and Eastside Business Areas will be the major focus of economic development through 2005. Promotion of off-season and off-peak tourism will be another focus. Redevelopment and public and private partnerships will be an important means of stimulating these activities. The Economic Development Element establishes the City's intent and policy with regard to economic activity and fiscal health. It is divided into five subsections: **Economic Principles, Retail Trade and Commercial Services, Industry, Downtown Revitalization and Tourism.** The following goals outline the direction of this element:

Economic Development Goals

GOAL ED 1:	**Foster economic development programs that provides diverse opportunities for stable, meaningful work at livable pay, meets retail and service needs of residents and visitors, creates a strong municipal tax base, preserves environmental quality, and enhances the character and quality of community life.**
GOAL ED 2:	**Enhance Santa Cruz's role as a retail and service center within the region and expand the existing retail and service base.**
GOAL ED 3:	**Encourage the development of a diverse industrial base that is socially beneficial, non-polluting, non-depletive of natural ecosystems and provides jobs for Santa Cruz workers.**
GOAL ED 4:	**Promote revitalization of the Downtown Central Business District as the City's center for commerce, office, culture, entertainment restaurant activity, and mixed use residential.**
GOAL ED 5:	**Encourage the growth of off-season and off-peak tourism by enhancing the City's potential to attract tourists through urban design improvements, promotion, development of visitor attractions and provision of a variety of overnight accommodations.**

B. ECONOMIC PRINCIPLES

The largest non-governmental industries in the City in terms of employment are retail trade, services and manufacturing. The tourism industry overlaps both retail and service industries. The governmental (including educational) sector is one of the largest employers in the City and includes UCSC, the County Government Center and the City. The City is characterized by a number of locally owned and operated businesses. These businesses are crucial to the City's economic diversity and vitality by expanding job opportunities, providing resilience during economic downturns, and seeking local sources of materials and reinvesting locally.

As the City grows, economic development activities will encourage the character of employment uses to shift to environmentally sensitive and, where appropriate, higher density uses to promote environmental and economic sustainability and to diminish the proportion of space used by low-density, high-transportation-dependent uses like warehousing and strip commercial development. The City will also be working to encourage and retain locally-owned and operated businesses that relate to resident work force needs through incubator programs, loan programs and by periodically examining the supply of land for employment to ensure that necessary job growth will not be impeded by shortages in developable or redevelopable sites.

ECONOMIC PRINCIPLES GOALS, POLICIES AND PROGRAMS

GOAL ED 1: Foster economic development programs that provides diverse opportunities for stable, meaningful work at livable pay, meets retail and service needs of residents and visitors, creates a strong municipal tax base, preserves environmental quality, and enhances the character and quality of community life.

Polices and Programs:

1.1 Use redevelopment and other mechanisms to create a positive working relationship between the public and private sectors, foster economic development in the community and improve the City's commercial and industrial areas. (See policies under ED 1.7)

1.1.1 Prepare and implement plans and design guidelines for the commercial corridors along Mission Street, Ocean Street, Soquel Avenue and Water Street, to provide for commercial development consistent with adjacent residential areas and attractive to uses and customers. (See policies under CD 5.2, and L 2.2.9)

1.1.2 Identify market segments and locations where opportunities for change can occur and develop incentives to enhance and revitalize these areas to their full potential. (See policy ED 2.1, ED 2.2, CF 8.2.8)

1.1.2.1 Land in the vicinity of Highway 1 and 9 represents an opportunity for regional commercial development that requires access or benefit from freeway access. Consequently, the City will entertain General Plan and zoning changes for this area for a commercial project that demonstrates a public benefit.

1.1.3 Maintain up-to-date information useful to private business and pertinent to the Santa Cruz economy, such as demographics, local employment and market statistics, future plans and population growth, and develop an economic base study by 1996 to help evaluate business opportunities in the City and surrounding region. (See policy CF 1.3)

1.1.4 Ensure that commercial and industrial intensification and redevelopment retains characteristics special to Santa Cruz, including the availability and mix of cultural, service, retail, office and visitor-serving uses.

1.2 Promote local economic strength by attracting and retaining investment by responsible business interests and providing a predictable business environment through consistent application of policy and regulatory process.

1.2.1 Build an image of Santa Cruz as a community that actively supports the development and expansion of businesses that make a balanced contribution to the cultural, environmental and economic health of the City.

1.3 Support and prioritize the development of locally-owned, small and cooperative businesses recognizing the special character and recirculation of capital they bring to the community. (See policy CF 5.2.6.3)

1.3.1 Provide assistance to small businesses in processing City permit applications and evaluate the effects of City regulations in terms of time and financial feasibility.

1.3.1.1 Expedite occupancy and project review in small-scale start-up uses where no significant impacts are identified.

1.3.2 Develop programs to facilitate and foster entrepreneurial business efforts by UCSC graduates and others by means of a loan program, mentor program, incubator space, technical assistance and other tools available to the City.

1.3.2.1 Work to establish business "incubator" facilities to help business associations and small start-up

enterprises by providing office space, secretarial, accounting and other services.

1.3.2.2 Analyze the feasibility of developing a City small business loan program and also continue marketing existing financial assistance programs such as Revolving Loan Fund, CDBG funds, or Small Business Administration (SBA) loans.

1.3.3 Amend the Zoning Ordinance to encourage home occupations and home-based work while ensuring neighborhood quality. (See policy L 5.3.1)

1.4 Encourage innovative commercial and industrial facility and site designs to meet the needs of a variety of business types.

1.5 Facilitate the development of employment opportunities for residents that work to achieve parity between jobs and resident workers and assist the unemployed or under-employed in obtaining liveable wage employment and economic independence. (See policy L 1.1.1, PR 3.5)

1.5.1 Encourage coordination among employers, developers, educational and training institutions to improve the match between emerging job opportunities and training programs and also provide training programs that will enable the unemployed or underemployed labor force to meet the needs of business and industry.

1.5.2 Work with County Economic Development staff to market Private Industry Council (PIC) employment training services, Cabrillo College and other local educational agencies' vocational programs to the business community.

1.5.3 Foster a diversified economic base to smooth out seasonal fluctuations in the unemployment rate.

1.5.4 Encourage the expansion and selective attraction of commercial businesses and industries that create stable, year-round, liveable wage paying jobs with maximum health benefits. (See policy CF 3.6)

1.5.5 Provide particular support for businesses owned and operated by historically excluded groups within the community and give priority to the development of businesses with strong minority outreach and hiring programs.

1.5.6 Encourage the broader distribution of employment opportunities by methods such as split shifts, job sharing, reduced work week.

1.6 Work to build community economic sustainability by fostering an economic atmosphere that creates local jobs, keeps money flowing within the local economy, and respects the natural limitations of the Santa Cruz environment by utilizing, to the greatest degree possible, renewable (rather than non-renewable) resources. (See policy ED 3.1)

1.6.1 Continue ongoing public education programs and media campaigns showing the benefits of choosing to buy locally-produced, recycled and environmentally-sound products and packaging.

1.6.2 Develop a program to identify business inputs (goods and services) purchased outside the County and match businesses that are not buying locally with those businesses that can provide those goods/services locally.

1.6.3 Require City purchasing policy to support local and environmentally sound vendors whenever feasible. (See policy EQ 5.1.1, EQ 5.1.2, CF 8.2.7)

1.6.4 Work to develop resources to provide for easy consumer identification of locally-produced and environmentally sound goods.



1.6.5 Promote protection of significant agricultural lands and sustainable agriculture programs throughout the City and County. (See policies L 3.1.3 and L 3.1.4)



1.6.6 Protect the Monterey Bay National Marine Sanctuary, recognizing that it is integral to the economic health of the County's tourism, recreation, fishing and aquaculture industries. (See policies under EQ 4.1 and L 3.7)

1.6.7 Promote and support local historic and cultural enterprises. (See policies under ED 5.5, goal PR 3 and CR 2.4.)

1.6.8 Encourage recirculation of capital in the community through more extensive coordination of local marketing, such as an interstore credit system, expanded barter and employment trading systems, and cooperative purchasing agreements with other agencies. (See policies under ED 2.4 and policy ED 4.9)

1.7 Undertake economic development projects consistent with the City's desired quality and character that would increase local government revenues in order to provide expanded public services to the community.

1.7.1 Develop an Economic Development and Investment Strategy to seek economic development projects for Santa Cruz and recommend incentives and methods for realizing those projects.

1.8 Involve the Chamber of Commerce, the Santa Cruz Conference and Visitors Council (CVC) and other organizations in evaluations and recommendations regarding the City's progress and effectiveness in economic development.

1.9 Use environmental review to mitigate the impacts of new commercial, office and industrial development and also ensure that new developments pay their fair share of infrastructure costs necessary to meet City standards. (See also policies under L 1.4 and L 4.2)

1.10 When considering infrastructural expansion, emphasize demand reduction first, analyze relative costs of demand management versus capacity expansion, and provide economic incentives for reduction of consumption and infrastructural and service demands on the public sector. (See policy L 4.1, L 4.2)

C. RETAIL TRADE AND COMMERCIAL SERVICES

Table ED-1

Job Growth by Industry 1980-1990
Santa Cruz County

Industry	Number of Jobs 1980	1990	Aggregate Change	1980-90 Percent Change
Agriculture & Mining	5,900	9,500	3,600	61.0%
Manufacturing & Wholesale	11,700	17,000	5,300	45.3%
Retail	14,000	19,500	5,500	39.3%
Services	12,700	21,300	8,600	67.7%
Other[1]	20,100	26,400	6,300	31.3%
Total	**64,400**	**93,700**	**29,300**	**45.5%**

[1]Includes construction; F.I.R.E. (finance, insurance and real estate); transportation and public utilities; and government.

Source: Employment Development Department, Annual Planning Information, and AMBAG

Santa Cruz historically has had a strong retail and service base serving local residents, visitors and the region with a wide variety of goods and services. The major retail and service areas are the Eastside, Downtown, Mission Street, Ocean Street and the Beach and Wharf Area. Between 1980 and 1990, specialty retail was a growth area, while more traditional retail goods (general merchandise, home furnishings) lost market share. During the same time period the service sector, including tourist-related facilities and services such as hotels and restaurants, entertainment, business services, personal and financial services, insurance and real estate, and government services, was the fastest growing component of the economy. (See Table ED-1.)

Despite severe earthquake damage to the Downtown in 1989, retail and services remain the two mainstays of the City's economy and will continue to play a major role in the long-term evolution of the economy, given the City's role as the County seat, a tourist destination, and location near technology centers and the University. (See Table ED-2) Not only will services remain a major employment generator, they will also support other economic activity since office space in commercial areas such as the Downtown will bring employees who also shop and use services.

Additionally, if County population continues to shift southward, and major regional retail continues to locate in mid-county, Santa Cruz will increasingly feature a variety of specialty goods and services to attract people.

While there is limited land available for the expansion of retail trade and commercial services, with the exception of the Downtown and South of Laurel areas, redevelopment of Mission Street and the Eastside business commercial areas should foster a much more competitive retail trade and commercial services atmosphere.

Table ED-2

Job Growth by Industry 1990-2005
Santa Cruz County

Industry	Number of Jobs 1990	Number of Jobs 2005	Aggregate Change	1990-2005 Percent Change
Agriculture & Mining	9,500	14,300	4,800	50.5%
Manufacturing & Wholesale	17,000	22,000	5,000	29.4%
Retail	19,500	26,900	7,400	37.9%
Services	21,300	31,600	10,300	48.4%
Other[1]	26,400	35,900	9,500	36.0%
Total	**93,700**	**130,700**	**37,000**	**39.5%**

[1]Includes construction; F.I.R.E. (finance, insurance and real estate); transportation and public utilities; and government.

Source: Employment Development Department, Annual Planning Information, and AMBAG

There are many favorable factors to draw on in enhancing the Santa Cruz retail and service base including: convenient location, unique shopping environments, cultural activities, historic character, nearby residential neighborhoods, well established and locally-owned businesses, a growing student market with its accompanying University faculty and staff population, increased tourism and special events, active business associations and a strong commitment to public/private cooperation. The ability of retail and service providers and the City to recognize and incorporate these factors in economic development programs will affect the long-term success of Santa Cruz as a retail and service center.

RETAIL TRADE AND COMMERCIAL SERVICES GOALS, POLICIES AND PROGRAMS

GOAL ED 2: **Enhance Santa Cruz's role as a retail and service center within the region and expand the existing retail and service base.**

Policies and Programs:

2.1 Identify unmet retail and service needs of City residents and encourage the development of these services in a manner that is balanced with specialty retail needs. (See policy ED 1.1.2)

2.2 Identify market niches appropriate and unique to Santa Cruz (such as specialty items and services, and services and items related to tourists and UCSC, and holistic health services), and encourage uses that enhance and build upon them. (See policy ED 1.1.2)

2.3 Concentrate and intensify uses in existing retail and service areas to better utilize limited land resources and reduce strip commercial development and the need for automobile trips. (See policies under L 2.2.9, ED 2.4.6)

2.3.1 Inventory vacant commercially-zoned or potentially redevelopable parcels fronting on major arterial roads and identify areas where commercial nodes would be appropriate.

2.3.2 Develop design guidelines for clustered, nodal commercial development that would include providing incentives for second floor housing; locating nodes along transit routes and centered at traffic light intersections to allow for safe pedestrian/bicycle access to both sides of the street; requiring nodes to be generally no more than one block in any direction; developing design criteria that demarks each node individually and promoting a village atmosphere. (See policy L 2.2.9.1)

2.4 Attract visitors and shoppers to retail areas by using retail recruitment programs, design, planning and promotional activities that recognize and protect environmental, historic and neighborhood quality and emphasize the area as an enjoyable place to shop and visit. (See policy ED 1.6.8)

2.4.1 Implement transportation, parking and alternative transportation improvements that will maintain Santa Cruz' retail competitiveness and are also consistent with circulation planning and environmental protection measures. (See policy C 6.4.2)

2.4.2 Promote and develop clean, visually inviting and safe shopping environments, recognizing the importance of a positive social environment in enhancing retail trade.


2.4.3 Develop and implement a promotion and management plan for the Municipal Wharf aimed at attracting local residents and enhancing recreational and economic opportunities while protecting the Monterey Bay. (See policy L 2.2.1, PR 1.7.12)

2.4.4 Implement a retail recruitment and management program for the City's central business district to maintain a competitive downtown and to retain existing and attract new businesses. (See policy ED 4.9 and the Downtown Recovery Plan)


2.4.5 Create a promotion district and water front management zone in cooperation with Beach Area businesses and residences to coordinate visitor services throughout the Beach Area. (See policy L 2.2.1, PR 1.7.12)


2.4.6 Provide for the development of supporting land uses adjacent to retail shopping areas (e.g., motels/hotels around visitor-shopping areas, and residences and offices around resident-serving shopping areas), while assuring protection of existing residential neighborhoods. (See policies under L 2.9, ED 2.3, ED 5.2)

2.5 Work with other groups to encourage the growth of local performing arts, visual arts retail, artistic co-ops, and historic and cultural events. (See policy ED 1.6.7 and policies under goal CR 4)

2.6 Encourage and support locally generated programs and services developed in the community including cooperative conflict resolution and holistic health programs.

D. INDUSTRY

The Santa Cruz industrial land base is at key junctures of major highways and rail lines, primarily in two areas: Harvey West Industrial Park and the Natural Bridges Industrial Park. Together these areas total around 250 acres and their uses have evolved with regional economic trends. Past availability of sites has made Santa Cruz an entrepreneurial "incubator" locale, where start-up companies have had a chance to get established. Additionally, several established companies have also been attracted to the City and became highly stable employers over a long period of time, benefitting from the City's comparatively stable and well-educated local labor force. Companies located in Santa Cruz include major manufacturing plants such as Lipton, Wrigley's, and Salz Tannery, high technology companies ranging from small start-up companies to larger enterprises such as Plantronics, Santa Cruz Operations and Silicon Systems, and a variety of small industrial and related services such as electrical contractors, linen supply, and machine shops.

The proximity of Santa Cruz to Silicon Valley has been instrumental in the location of high-technology companies to the area. The strong computer science program at UCSC has also influenced this trend. Santa Cruz has experienced some of the volatility of the high-technology industry and a few companies have come and gone in rapid fashion while others have grown from insignificant start-ups to industry leaders. The high-technology industry is a stabilizing force in the jobs/housing balance and the local economy, with firms providing well-paid jobs (commensurate with living expenses) and employing local residents with a broad spectrum of skills. County residents compose 80% of the local high-technology work force, with 60% living within the City.

Future industrial growth is likely to result from research and development start-ups and spin-offs from UCSC research ventures, expansions of existing local companies, or local service providers and entrepreneurs that have traditionally located in Santa Cruz industrial areas (for example, contractors and small service providers that outgrow home occupations). As industry has evolved, newer uses tend to resemble office facilities where firms develop products such as computer software and, as a result, haven't required heavy segregation from other uses. However, there is still a need to retain some locations suitable to more traditional industrial uses and to ensure protection of other land-use types from industrial noises, odors, heavy traffic and any other undesirable characteristics. As industries grow, the City will work to promote the expansion of well-paying and environmentally-sensitive industries by maintaining adequate land for small users, existing businesses that might expand, industrial start-ups and other uses that would positively contribute to the City's economic vitality and character and quality of life.

GOAL ED 3: **Encourage the development of a diverse industrial base that is socially beneficial, non-polluting, non-depletive of natural ecosystems and provides jobs for Santa Cruz workers.**

Policies and Programs:

3.1 Encourage the expansion and selective attraction of industrial uses that do not pollute or use excessive resources, such as water and energy, and are appropriate for Santa Cruz' character and discourage inappropriate uses from considering a Santa Cruz location. (See policy EQ 5.5, and policies under L 2.8.1, ED 1.6, CF 6.1.11, CF 6.1.12)

3.1.1 Encourage the development of appropriate coastal-dependent uses supporting marine research and other activities related to the Monterey Bay National Marine Sanctuary. (See policies under L 2.2.4 and L 3.7)

3.1.2 Promote industries using reclaimed resources from the County and City Materials Recovery Facilities for producing products to be used locally (glassphalt, paving, cellulose insulation, etc.) (See policy CF 8.2.8.3)

3.2 Encourage the development of industrial lands for economic activities that contribute to local employment and income and diversify the City's economic base. (See policies under L 2.8)

3.2.1 Evaluate development of remaining industrial land in light of its impact on the jobs/housing balance and do not reduce industrial zoned land without a careful evaluation of the regional and local jobs/housing situation.

3.2.2 Consider large industrial parcels (in excess of 5 acres) as opportunity sites for industrial as well as retail, housing and/or other non-industrial uses which require such large sites and which offer a particular public benefit to the City.

3.3 Allow for support businesses and services in or near industrial areas to make available child care, food, and other needs of industrial park tenants and also reduce automobile trips.

3.4 Identify industries and/or businesses perceived to be at risk and, where feasible, develop mitigation actions for their retention or conversion to more economically viable activities.

3.4.1 Develop a business expansion and retention program on an industry-by-industry basis to open lines of communication between business and

local government, market public and private employment training programs, and business assistance services, gather data and identify market gaps that can be filled by new or existing local businesses.

3.5 Develop and implement design guidelines for industrial areas that encourage shared and public outdoor landscape and recreation spaces and also promote alternative transportation and reduced dependency upon the automobile. (See policy PR 1.2.9, PR 1.2.15)

3.5.1 Re-evaluate the industrial area landscaping requirement to allow credit for employee recreation, children's spaces and other outdoor service spaces and also evaluate reduction of lot coverage of 85% to 90%.

3.5.2 Actively encourage the development of employee showers, bike facilities and other trip reduction strategies at worksites. (See policies under C 6.1.)

3.6 Provide for increased employment density in Santa Cruz industrial areas by increasing the allowable density of new industrial development where appropriate. (See Policy L 2.8.2.)

E. DOWNTOWN REVITALIZATION

Downtown Santa Cruz is vital to the City's long-term economic and social well-being. As such, revitalization must be concerned with enhancing not only the economic development of the Downtown but also its perceived identity and image as the heart of the City. Following the destruction and damage brought about by the Loma Prieta earthquake of 1989, the City embarked upon a revitalization and rebuilding process for Downtown. While the earthquake destroyed many buildings in the Downtown, it also broke a developed pattern of relatively low-intensity land uses by creating significant amounts of vacant land. The Downtown Recovery Plan emphasizes the development of mixed residential, commercial and office uses in the downtown in a manner that established the Downtown as the City's center for commerce, culture, jobs and living. For a complete listing of policies and programs related to Downtown Revitalization, see the Downtown Recovery Plan summary in the Area and Specific Plan Summaries Chapter.

DOWNTOWN REVITALIZATION GOALS, POLICIES AND PROGRAMS

GOAL ED 4: Promote revitalization of the Downtown Central Business District as the City's center for commerce, office, culture, entertainment restaurant activity, and mixed use residential.

Policies and Programs:

4.1 Intensify downtown Santa Cruz as the principal retail, cultural, restaurant, and commercial district of the City and region. (See policies under CR 4.2.)

4.1.1 Require continuity of active ground-level uses (retail, restaurant, cultural, etc.) along Pacific Avenue.

4.1.2 Create a distinctive and active pedestrian environment that supports the downtown retail district as a unique destination.

4.1.3 Maximize opportunities for outdoor eating to reinforce the downtown as a food and entertainment destination.

4.1.4 Maintain and encourage local-serving support retail uses along Cedar and Front Streets.

4.2 Create significant new housing opportunities within the Downtown Central Business District. (See the Downtown Recovery Plan and policies under L 2.6.3 and H 1.3.1)

4.3 Concentrate and intensify office development within the Downtown. (See policies under L 2.7)

4.3.1 Encourage office use as a principal upper-level use, except in the designated areas where residential is desired.

4.3.2 Allow additional height and intensity north of Cathcart along Pacific Avenue to attract office development.

4.3.3 Discourage major speculative office development in other parts of the City that would most appropriately locate in Downtown.

4.3.4 Coordinate with office developers for the provision of office parking that reinforces the overall objective of the Parking District. (See policies under 6.4.2)

4.4 Preserve and enhance the distinctive scale and character of Downtown Santa Cruz. (See Downtown Recovery Plan, CD 3.2.1 and policies under CD 3.6)

4.5 Improve vehicular circulation patterns in a way that conveys a feeling of convenience and orientation, and that reinforces the pedestrian character of downtown. (See Downtown Recovery Plan, policy C 2.2.4)

4.6 Maintain the parking District as the principal method of providing convenient and accessible parking in the Downtown (south of Water Street). (See policies under C 6.4.2)

4.7 Provide for the efficient operation of transit in the Downtown and maintain and enhance the existing system of bike routes and strengthen pedestrian access to and movement within the downtown to reduce the impacts of the automobile and reinforce the pedestrian environment. (See Downtown Recovery Plan, C 2.2.4)

4.8 Improve Pacific Avenue as the Downtown's major public gathering place, and as a viable retailing street. (See Downtown Recovery Plan and policies PR 1.4, PR 3.7 and PR 3.7.1.)

4.8.1 Allow for the extension of cafe and retail uses within the public right-of-way, subject to design standards and management guidelines.

4.8.2 Create additional open space opportunities in the Downtown that have meaning and significance. (See Downtown Recovery Plan and policies under PR 1.4.1, PR 1.4.3, PR 1.4.4, CR 4.3)

4.8.3 Introduce streetscape improvements on other downtown streets to improve one's sense of arrival and the cohesiveness of the district. (See Downtown Recovery Plan and policies under goal CD 6, PR 1.4.1)

4.9 Annually review the City's promotion tax and information programs to ensure the adequacy of promotion for the Downtown. (See policy ED 1.6.8 and ED 2.4.4)

4.10 Review the Downtown Recovery Plan every two years to evaluate the advancement of its goals and maintain it as an up-to-date guide for Downtown development.

F. TOURISM

Santa Cruz County is an important vacation and recreation area because it has a spectacular coastline, accessible beaches, and forested mountains all in proximity to several Northern California metropolitan areas. Tourists are attracted to Santa Cruz for many of the same reasons residents are: quality of the natural and built environment, historic character, attractive shopping and recreation opportunities, cultural events and entertainment, and local ambience.

A study conducted in 1986 estimated that slightly over 80% of all Santa Cruz visitors were derived from 15 counties, mostly in the Bay Area and Central Valley. There is intense seasonality in the Santa Cruz visitor market, and over half of all trips are made during the summer time. County-wide, spending by all visitors is estimated at over $200 million per year. The largest portion of this spending is due to day visitors and the second largest portion of spending is due to hotel/motel guests. Tourism plays a major role in the City and regional economy, generating direct revenue in the form of transient occupancy tax (TOT), admissions tax and parking fees, and indirect revenue from the purchase of goods and services. It also provides employment opportunities for many workers. The City's major strategy for tourism involves working with the Santa Cruz Conference and Visitors' Council (CVC), private businesses and other groups to tap visitor potential in ways that preserve the special qualities of Santa Cruz, expand off-peak and off-season tourism, and improve aspects of visitor-serving amenities and visitor destinations.

Of the three market segments of Santa Cruz' visitor-serving industry, day visitors, leisure overnight visitors, and conference visitors, the leisure overnight and daily traveler market is the primary focus of existing tourist facilities. The City's aim is to expand the City's

conference visitor market through the development or expansion of conference facilities, additional high quality and high amenity hotel facilities and other promotional programs. These facilities would complement leisure-serving facilities and most likely would not worsen peak day tourism because the business and conference market mostly consists of off-peak (Sunday through Thursday) and off-season (November to March) visitors. The conference market niche that the City serves is for small to mid-sized groups seeking unique locations, not major cities. Also, these conference visitors generally stay longer and spend more money locally than the typical leisure overnight visitor, and generate fewer traffic or other negative impacts.

TOURISM
GOALS, POLICIES AND PROGRAMS

GOAL ED 5: Encourage the growth of off-season and off-peak tourism by enhancing the City's potential to attract tourists through urban design improvements, promotion, development of visitor attractions and provision of a variety of overnight accommodations.

Policies and Programs:

5.1 Define the City's visitor target market and work to develop a comprehensive tourism management and promotion program, while monitoring the negative effects of tourism and making necessary improvements to ensure City-wide benefit and maintain the quality of life.

5.2 Encourage upgrades of existing hotel facilities and attract quality hotel and conference facilities in locations and scale appropriate to the City's character to enhance the quality of visitor-serving areas and promote development of the conference tourism market. (See policy ED 2.4.6)

5.2.1 Encourage the development of facilities that would help accommodate conference users in conjunction with existing hotels or new hotel development.

5.2.2 Investigate the attraction of a top-end, full-service hotel to expand and improve the year-round conference segment of the tourism market.

5.2.3 Assess the impacts of an over-supply of inferior hotel/motel rooms and develop incentives to encourage owners to upgrade existing hotel/motel facilities while also ensuring the retention of moderately-priced accommodations.

5.2.4 Possible conversion of overnight visitor accommodations to non-visitor servicing uses shall by monitored to assure a no net loss of visitor accommodations in the City.

5.2.5 Assess and balance the costs and benefits in the requirements for housing replacement relative to hotel development feasibility and modify replacement requirements as necessary.

5.2.6 Evaluate the contribution a conference center or assembly space would make in attracting visitors and also consider the opportunity of linking this facility to a performing arts facility. (See policies under CR 4.2)

5.2.7 Analyze the desirability of requiring hotel development to be concentrated in certain areas of the City rather than being dispersed throughout.

5.3 Provide careful evaluation and require appropriate design of visitor-serving facilities and services to reduce traffic and also ensure protection of neighborhood, important views and the natural environment. (See policy CD 2.2 and policies under L 5.3.5)

5.3.1 Ensure that development maintains important public views from Beach Hill, especially the view towards Monterey Bay. (See policy CD 3.5.4, CR 2.2.2)

5.4 Maintain efficient pedestrian, bicycle, public transit, shuttle and auto access to and between the Downtown, South-of-Laurel, Wharf and Beach areas. (See policies C 4.4, C 5.6 and Maps C-2 and C-5.)

5.5 Work with the CVC and other groups to increase off-peak and off-season tourism by enhancing and promoting off-peak events, improve existing visitor attractions, expand the diversity of visitor attractions, and also emphasize the special features such as natural environment, historic character, cultural and recreational opportunities and visual and performing arts that draw visitors to the City. (See policy ED 1.6.7, PR 3.6 and CR 2.4)

5.5.1 Encourage, sponsor and increase the number and quality of special events and recreational programs that are attractive both for visitors and residents. (See policies under goal PR 3 and policy CR 2.4.1)

5.5.1.1 Coordinate scheduling, promotion, and administration of special events at City facilities among City departments

(e.g., Parks and Police), the CVC, hotel and business associations, and other appropriate groups.

5.5.2 Promote the development of ecotourism programs associated with the National Marine Sanctuary, Long Marine Lab, whale watching, the UCSC Farm and Arboretum, and other environmental resources to promote visits by environmentally-minded people and researchers. (See policies under L 3.7)

5.5.3 Identify ways to enhance and promote the identity of existing and potential visitor areas in the City such as Downtown, Beach Area, San Lorenzo River, Yacht Harbor, UCSC, West Cliff and East Cliff Drives, and the Wharf. (See policies under CD 3.2 and the Area Plan and Specific Plan Summary chapter for area plans developed for these areas)

5.6 Utilize design, signs, alternative transportation such as bikes and shuttles, and programs such as information at major regional airports to better orient visitors throughout the City and reduce congestion along visitor corridors. (See policy C 1.3.4, C 5.6, C 6.2, and policies under C 4.4)

5.6.1 Consider the use of low-power AM radio broadcasts along the City's principal entry roads to orient visitors to beach shuttle services, parking areas, and retail business areas.

5.6.2 Consider the development of regular tourism programming on local cable television providing information about cultural activities and other events for both tourists and residents. (See policy CF 1.1.3)

5.6.3 Develop a comprehensive signing program to improve access to tourist designations including routes between conference serving visitor destinations and lodging facilities to encourage the participation of smaller lodging facilities in serving the conference and other markets. (See policies under CD 5.3).

5.6.4 Improve visual appearance of visitor routes and entrances to the City. (See policies under CD 5.2, CD 5.4, CD 5.5 and policy C 1.3.4)

5.6.5 Work to develop tour oriented bus trips to local attractions throughout Santa Cruz County such as the Boardwalk. (See also C 4.4.5)

5.6.6 Encourage Santa Cruz and Big Trees Railroad and other operators using historic rail cars to provide tours of Santa Cruz.

5.7 Support efforts by the County and CVC to increase film production activities within the County.

COMMUNITY FACILITIES AND SERVICES ELEMENT
(Pages 297-327)

A. INTRODUCTION

The City provides many facilities and services to meet the daily needs of residents and visitors including sewage treatment, water supply, garbage collection, fire and police services, parks and recreation, and street maintenance. The State, County, quasi-public agencies such as Dominican Hospital, PG&E, Pacific Bell, TCI Cable and private agencies such as the Sentinel and Seaside Company are also community facility and service providers.

Each year the City prepares a Capital Improvement Program (CIP) allocating public expenditures to provide facilities and improvements to serve the needs of the City. The CIP is prepared by reviewing existing facilities and services such as roads, libraries, parking and sewage facilities, police and fire services and assessing their present and future ability to serve the population. Some of the City's significant needs within the next 15 years will include: the expansion of waste-water treatment plant, fire station, transportation improvements and parks and recreation facilities.

This element focuses upon community facilities and services in terms of maintenance, improvement, accessibility, expansion, and the reduction of wastefulness. It is composed of nine subject areas: **City Government, Education, Children, Youth and Families, Health and Medical Services, Communications and Information Network, Water Supply and Conservation, Wastewater Treatment, Solid Waste Disposal, and Storm Drainage.** Fire and police services are discussed in the Safety Element, energy services in the Environmental Quality Element and parks and recreation in the Parks and Recreation Element. The following goals outline the direction of this element:

Community Facilities and Services Goals

GOAL CF 1:	Manage City government efficiently ensuring environmental quality, maximum benefit to the community at reasonable tax expense, citizens' access and participation in decision-making, accessibility to all public facilities, and cooperation with other jurisdictions and private service and facility providers.
GOAL CF 2:	Work in cooperation with the Santa Cruz City Schools, private schools, UCSC, Cabrillo College and other educational providers, to promote their educational objectives.
GOAL CF 3:	Ensure that children, youth and families of Santa Cruz live in a secure, healthy and safe environment and are provided with opportunities to develop to their fullest potential.
GOAL CF 4:	Encourage a full range and adequate distribution of health and medical services serving City residents.
GOAL CF 5:	Expand and optimize the quality of the City's libraries and communication and information network.
GOAL CF 6:	Supply the water needs of the City's projected 2005 population through water conservation, and then through augmentation of the City's water supply only if necessary, and also ensure water quality and enhance the water distribution system.
GOAL CF 7:	Provide an adequate and environmentally sound wastewater collection, treatment and disposal system.
GOAL CF 8:	Increase, to the greatest extent possible, the use of recycled materials and eliminate practices resulting in the unnecessary waste and disposal of natural resources.
GOAL CF 9:	Provide a storm water drainage system capable of conveying a 100 year storm in the trunk drainage system and 10 year storm in the minor storm drainage system.

B. CITY GOVERNMENT

The primary function of city government is to promote the general health, safety and welfare of residents and visitors within its jurisdiction by responding to their needs and interests. To achieve these goals, the City strives to protect natural and built resources, provide or make accessible various housing, economic, recreational and cultural opportunities and essential facilities and services, and actively involve the public in the decision making process. The City also cooperates with other city, regional, state, and national agencies to respond to local, regional and national issues affecting all citizens including population growth, housing, traffic, air and water quality.

The City operates under a council/manager form of government. The City Council consists of 7 members elected by the populace and terms are for four years and are staggered, with elections occurring every 2 years. Council members elect a mayor once a year who serves as the presiding officer of the Council. The City Manager, appointed by the City Council, directs the functions of City departments including: Clerk, Finance, Fire, Library, Parks and Recreation, Planning and Community Development, Police, Public Works, Redevelopment, and Water.

In addition to the City Council and staff, the City has a number of a permanent and short-term advisory bodies with specific responsibilities composed of appointed citizens and staff. Permanent advisory bodies include: Affirmative Action, Arts, Civil Service, Prevention of Violence against Women, Community Center, Downtown, Energy Advisory, Historic Preservation, Housing Advisory, Library Oversight, Museum, Parks and Recreation, Planning, Public Works, River Restoration, Sister Cities, Transportation, and Zoning. Shorter-term advisory bodies and task forces include the: Accessibility Committee, Beach Shuttle Task Force, Drought Restrictions Appeals Boards, Vision Santa Cruz, and Westside Parking and Transportation Task Force. A number of residents and elected officials also represent the City at various regional agencies whose decisions impact the City, including SCMTD, SCCRTC, LAFCO and AMBAG.

CITY GOVERNMENT
GOALS, POLICIES AND PROGRAMS

GOAL CF 1: **Manage City government efficiently ensuring environmental quality, maximum benefit to the community at reasonable tax expense, citizens' access and participation in decision-making, accessibility to all public facilities, and cooperation with other jurisdictions and private service and facility providers.**

Policy and Programs:

1.1 Develop the public information functions of City government and foster the participation of residents, citizen commissions and other groups in local government decision-making. (See policy L 1.8)

1.1.1 Develop new forums, such as town hall meetings, to discuss controversial City issues in advance of formal public hearings.

1.1.2 Develop public computer access to City information including agendas, minutes, public hearing dates, and land-use information.

1.1.3 Use public access television, radio, newspapers and postcards to broadcast and/or publicize public meetings and announce agendas, public hearing dates and City sponsored events and include Spanish language noticing. (See policy ED 5.6.2)

1.1.4 Explore the feasibility of having workshops and public meetings video taped and placing tapes on loan at the Clerk's office or library.

1.1.5 Develop information centers at the City library and City departments that include plans, agendas, staff reports, conservation programs, EIRs, minutes from public hearing and advisory committee meetings, and other information for public viewing and comment. (See policy CF 5.2.6)

1.1.6 Work with community groups to create a center for community organizations in order to build constructive inter-relationships between individuals, groups, organizations and City government by providing opportunities to come together in cooperative and synergistic ways, to facilitate networking and, lastly to gather and disseminate information about local and global issues.

1.1.6.1 Examine the feasibility of developing a community "earth room" displaying the City's community vision and relationship to the global community and issues including our Sister Cities.

1.2 Update and amend the General Plan, City Master Plans and area plans to maintain them to maintain functional documents that pursue community objectives and needs. (See policy L 4.4.1)

1.2.1 With the five-year update of the General Plan conduct a community attitude survey of public needs and interests.

1.2.2 Update the land-use diagram and zoning maps as warranted by the adoption of area specific and management plans, LRDP changes, ordinance and zoning changes, and General Plan revisions.

1.2.3 Update General Plan conservation and other maps (fire, hazards, vegetation, wildlife habitats, etc.) as more precise information becomes available.

1.2.4 Require an annual review of the General Plan and its monitoring programs to determine the City's effectiveness at striving towards and meeting General Plan goals, policies and programs and ensuring consistency between the General Plan objectives and the CIP.

Update the General Plan, if necessary, to provide more effective direction for meeting those goals, policies and programs.

1.2.5 Within one year of adoption of the 2005 General Plan (and updated on a yearly basis), the Planning Commission will recommend to the City Council a work program with priorities for implementing the various proposals contained in the General Plan, e.g., specific plans, various studies, programs, etc.

1.3 Maintain an up-to-date Land-Use Information System, Community Profile, and Facts book providing population, housing, job and land-use information and work with the County, AMBAG, and other agencies to avoid data repetition. (See policy ED 1.1.3)

1.3.1 Develop a City-wide Geographic Information System by 1994.

1.4 Implement Accessibility Committee recommendations to ensure City information, meetings and buildings are accessible to the physically disabled and elderly to comply with Federal Section 504 and ADA regulations by 1995. (See policies under H 2.2, C 2.3.6, CF 5.2.4, PR 1.7.8, PR 1.10, PR 2.2, PR 3.9, PR 4.2.2.4)

1.5 Provide City government services and facilities at a level consistent with increased population and community needs. (See goal L 4)

1.5.1 Where alternatives exist within the limits of State and Federal law, shape municipal tax structures to minimize the impacts on low income members of the community.

1.5.2 Maintain sufficient City staffing levels and office space concentrated around the City Hall complex.

1.5.3 Ensure adequate and accessible meeting rooms for public hearings, workshops and meetings.

1.6 The City shall develop necessary facility replacement and transition programs to implement General Plan policies aimed at trip reduction, alternative transportation, recycling, environmental protection, water and energy conservation. (See policies EQ 1.4.2, EQ 5.1, C 6.1.1, ED 1.6.3, CF 8.2.7, PR 1.9, S 6.5)

1.7 Cooperate and coordinate local planning needs with regional, State and Federal agencies including but not limited to AMBAG, MBUAPCD, Regional Water Quality Control Board, County, cities in the County, schools, SCCRTC, SCMTD, cable, newspaper, local utility and communications companies, Caltrans, LAFCO, Coastal Commission, HCD, California Fish and Game, HUD, Army Corps, and NOAA.

1.7.1 Review projects undertaken by, permitted by, and/or funded by federal agencies within the Coastal Zone for conformity with the City's General Plan/Local Coastal Program and provide input through the Coastal Commission's "federal consistency process".

1.8 Facilitate the objectives of private and non-profit public serving organizations and service and facility providers where they are consistent with community objectives and the General Plan.

1.9 Inform applicants of permit requirements and coordinate permit and environmental review processes by developing permit and environmental review matrices detailing City and non-City permit procedures and agencies and their authorities. (See policy H 1.9.1.2)

1.10 Solicit and utilize inter-agency input and technical expertise beginning at the initial stages of an environmental review process, conceptual stage of public project design and also project review (e.g., Office of Historic Preservation on archaeological matters, Division of Mining and Geology on shoreline structures, Department of Fish and Game and U.S. Fish and Wildlife Service on streams, wetlands, and wildlife habitats, and MBUAPCD on air quality issues).

1.11 Develop a close working relationship with UCSC for the purpose of planning for campus development and also utilizing faculty, staff, and student expertise in the areas of resource protection, enhancement and restoration and other areas of common interest. (See policies EQ 5.2.3, CD 3.3, L 4.1.3, C 1.3.2, H 2.7, ED 1.3.2, CF 2.2, CF 5.2.3, CF 6.5.1, PR 1.2.3, S 4.8, and the Long Range Development Plan and Long Marine Lab Facilities summaries)

C. EDUCATION

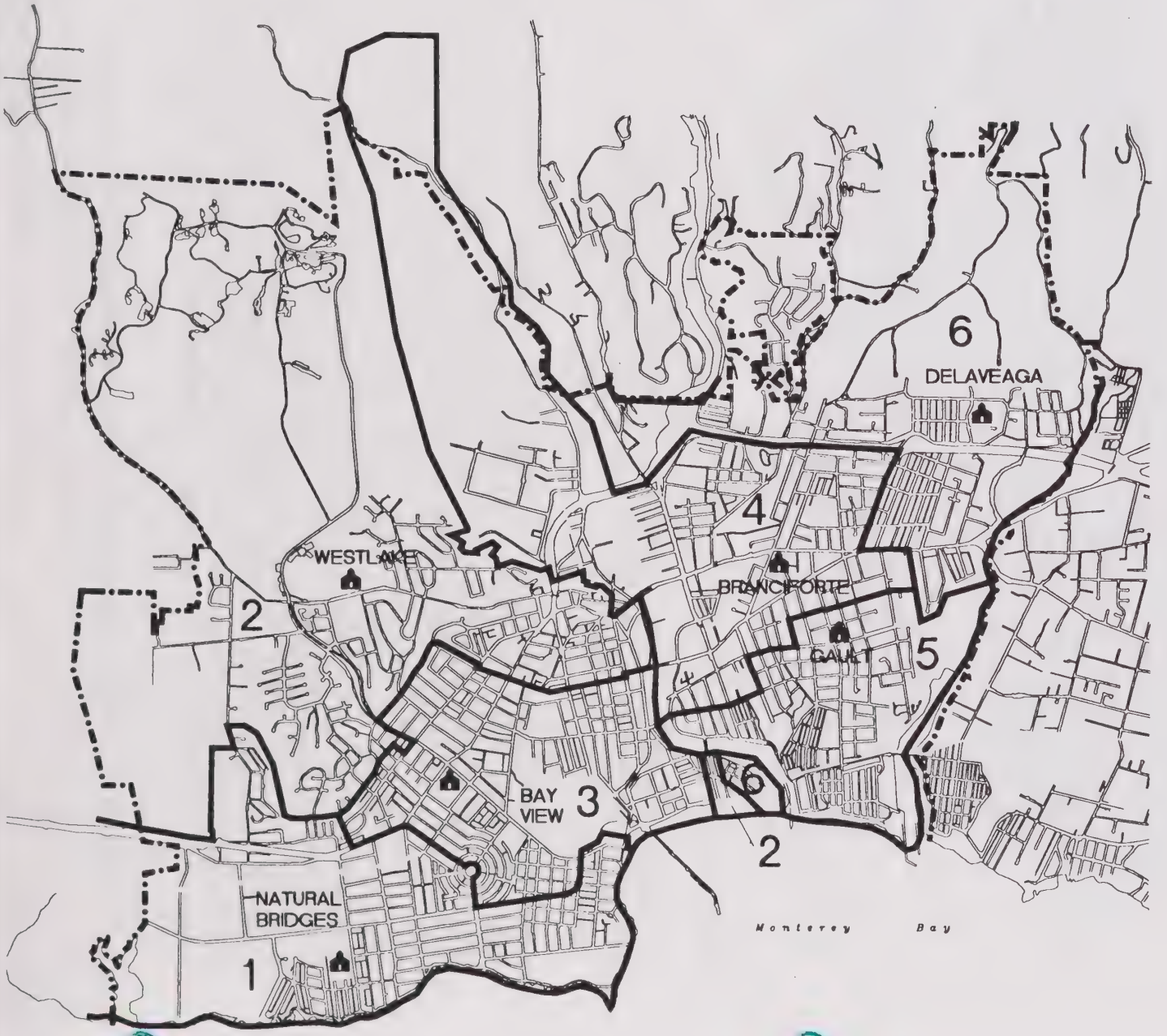
Education is provided to the City and surrounding areas by the Santa Cruz City School District, a number of private schools, and an Alternative Family Education program offered through Santa Cruz City Schools.

The Santa Cruz City School District has eight schools providing K-8 education including: Bay View, Branciforte, DeLaveaga, Gault, Natural Bridges, Westlake, Branciforte JHS, and Mission Hills JHS. The School District also has five high schools and continuation schools providing 9-12 education including: Harbor High, Santa Cruz High, Soquel High, The Ark, and Loma Prieta. (See Maps CF-1 and CF-2) Total enrollment in the Santa Cruz City Schools is projected to rise from a 1990 population of 8,431 to 8,880 in 1995 and 9,270 in the year 2000. This is an increase of 10% or approximately 840 students. Virtually all of this enrollment gain is projected to occur in the high school grades, with the junior high increase of fewer than 100 students being nearly offset by a smaller elementary population.[28] Elementary schools and junior high school facilities are expected to be at their peak capacity by 2005 and new school sites will most likely be necessary beyond this time frame. See Table CF-3 for 1991 capacity and enrollment in Santa Cruz City Schools.

[28] Enrollment Projections 1991-2000, Santa Cruz City Schools--Morgan Woollett & Associates.

MAP CF-1: ELEMENTARY SCHOOL ATTENDANCE AREAS

The City of Santa Cruz, California



N

LEGEND

1 NATURAL BRIDGES
2 WESTLAKE
3 BAYVIEW
4 BRANCIFORTE
5 GAULT
6 DELAVEAGA

ATTENDANCE AREAS
SCHOOLS

Source: Santa Cruz School District

0 3000 FEET

MAP CF-2: SECONDARY SCHOOL ATTENDANCE AREAS

The City of Santa Cruz, California



N

LEGEND

1 MISSION HILL JR. HIGH
2 BRANCIFORTE JR. HIGH
3 SANTA CRUZ HIGH
4 HARBOR HIGH

SCHOOL LOCATION

Source: Santa Cruz School District

Attendance Areas:

West of the San Lorenzo River is the attendance area for Santa Cruz High and Mission Hill Jr.

East of the San Lorenzo River is the attendance area for Harbor High and Branciforte Jr.

0 3000 FEET

Table CF-3

Santa Cruz City Schools
1991 Capacity and Enrollment

School (A)	Capacity (District) (B)	Capacity (State) (C)	Enrollment 1st Week Sept. '91 (D)	Variance (B-D)	Variance (C-D)
Bay View	641	595	572	69	23
Branciforte	531	493	500	31	(7)
De Laveaga	681	606	583	98	23
Gault	438	379	408	30	(29)
Natural Bridges	607	594	468	139	126
Westlake	699	641	603	96	38
Branciforte Jr. High	646	634	460	186	174
Mission Hill Jr. High	623	528	531	92	(3)
Harbor High	1,066	940	1,161	(95)	(221)
Santa Cruz High	1,447	1,360	1,279	168	81
Soquel High	1,694	1,504	1,284	410	220
Ark	80	30	155	(75)	(125)
Loma Prieta	115	60	134	(19)	(74)
Totals	**9,268**	**8,364**	**8,138**	**1,130**	**226**

Parenthesis reflect schools where enrollment was higher than capacity.

Source: Santa Cruz City Schools, September 1991.

To accommodate projected increases in student enrollment during the 1990-2005 planning period, Santa Cruz City Schools plans to pursue expansion of classrooms and support buildings at Harbor High; monitor increases in the elementary student population which results from new housing in the westside of Santa Cruz and make necessary attendance boundary changes; and future development of a new elementary school on the Arana Gulch site and a junior high school facility on UCSC's Inclusion Area A site (which is outside the City limits).

In addition to Santa Cruz City Schools, a number of private schools in Santa Cruz serve the K-12 student population offering alternatives to traditional education, and allowing residents greater choice in educating their children. The University of California at Santa Cruz and Cabrillo College provide residents with an opportunity to pursue higher educational goals. Also, a number of professional/technical schools offer residents various career advancement and training opportunities.

GOAL CF 2: **Work in cooperation with the Santa Cruz City Schools, private schools, UCSC, Cabrillo College and other educational providers, to promote their educational objectives.**

Policies and Programs:

2.1 Plan adequate sites for elementary, junior high, and high schools in Santa Cruz. (See policy PR 1.2.3)

2.1.1 Designate approximately 10 acres of the Arana Gulch site for the development of an elementary school. (See policy L 2.2.7)

2.1.2 Cooperate with Santa Cruz City Schools in the expansion of Harbor High and other facilities assuring that their expansion is compatible with the surrounding area.

2.1.3 Cooperate with City Schools in monitoring elementary school populations as a result of housing developments within the attendance areas.

2.2 Coordinate with UCSC in implementation of educational objectives in its Long Range Development Plan (LRDP). (See policy CF 1.11)



2.2.1 Designate land adjacent to the Long Marine Lab in coastal-dependent uses to allow for related marine research and facility expansion. (See policy L 2.2.4)

2.3 Promote public and private educational programs through the Community Grants program.

2.4 Work with schools to improve traffic control, and bicycle, pedestrian and emergency access. (See policies L 5.6.3, C 3.5, and policies under C 1.8.6)

D. CHILDREN, YOUTH AND FAMILIES

Families play an essential role in society. They care for dependents economically and emotionally, offer a foundation for the values and ethics of each new generation, motivate children to achieve educationally, and provide a sense of belonging that is essential to human growth and dignity. The general rule is that children are afforded the same basic rights as adults. However, because of their physical and mental immaturity, children are especially vulnerable and require special rights to protect them and to meet their unique needs. Teenagers also have special needs that must be met if they are to grow into healthy, educated citizens.

In 1990, 12,150 (24.8%) of the City's population was between the age 0 and 19. These children and youth have the right to live in a community ensuring a secure, healthy and safe environment and providing opportunities for them to develop to their fullest potential. In recognition of this right, the City is committed to establishing programs, services and facilities supporting and addressing the needs of children, youth and families.

1. Childcare and After-School Programs

Many families with working parents must rely on child-care services. Childcare is needed for all ages ranging from infants through elementary school children, for the entire day and throughout the year. After-school programs also serve as a form of childcare for working parents and create valuable opportunities for child and youth development, social interaction, and recreation.

Cooperative daycare, preschools, and after-school activities are available throughout the community. However, population growth, increased percentages of working parents, and reductions in after-school programs will increase the need for childcare and after-school activities through the year 2005. The City will work with other agencies to develop an adequate and quality supply of childcare facilities near work places and also to increase the availability of after-school activities.

CHILDREN, YOUTH AND FAMILIES GOALS, POLICIES AND PROGRAMS

GOAL CF 3: **Ensure that children, youth and families of Santa Cruz live in a secure, healthy and safe environment and are provided with opportunities to develop to their fullest potential.**

Policies and Programs:

3.1 Analyze direct and indirect impacts of population growth, development, zoning, transportation, and health and social service decisions upon the City's children, youth and families.

3.1.1 Work with County, cities and other human resource agencies to prepare a biennial "State of Children, Youth and Families" report to raise public awareness of problems facing them.

3.2 Identify and establish broad-based funding sources to meet the health, educational, recreational care, and safety needs of children, youth and families in the City.

3.2.1 Make children, youth and families programs a priority in the annual budget review process. (See policy L 4.4)

3.2.2 Encourage the business community to support children, youth and families in tangible ways.

3.2.3 Continue to support children, youth and family programs through the Community Grants program.

3.3 Support and expand services for affordable housing, temporary shelters, and shelters for runaways to expand the supply of housing and reduce the trauma of chronic homelessness. (See Housing Element)

3.4 Collaborate with local cities, the County, and organizations (including schools and colleges, juvenile justice agencies, law enforcement and non-profit agencies) to maximize educational, developmental, and recreational opportunities for all children, youth and parents.

3.4.1 Concentrate on the development of youth leadership, empowerment, self-esteem building, and programs promoting understanding, appreciation and respect for cultural diversity.

3.4.2 Work to provide a full range of developmentally appropriate recreation, educational and cultural arts programs and activities for children and youth. (See policies under goal PR 3)

3.4.3 Provide appropriate training opportunities for those professionals who work with children, youth and families.

3.4.4 Implement teen activities such as dances, job fairs, special classes geared to teen interests and issues, and volunteer programs such as the Jr. Leader and Captain Corps programs.

3.4.5 Work with appropriate agencies to develop aggressive prevention and early intervention efforts to reduce truancy, drop-out rates, teen pregnancies, prenatal exposure to drugs and alcohol, neglect and exploitation, youth violence, gangs, suicide, youth homicide, unsafe sexual practices, alcohol and drug abuse, preventable injuries to children, abuse and violence in the home, hunger, homelessness and other factors that contribute to educational failure and other problems for children and youth. (See also Policy S 5.5.)

3.4.6 By 1993, identify and acquire a replacement site for La Familia Center to operate in the Beach/Lower Ocean Target Area.

3.5 Work with the County, Child Development Resource Center, Children's Commission of Santa Cruz County and other childcare providers to provide incentives for, expedite and facilitate the development of accessible, affordable and quality child-care spaces to meet the demand for services. (See policy L 2.3)

3.5.1 Develop a mechanism to obtain and preserve planned child-care sites.

3.5.2 Encourage child-care facilities to be located near public transportation, employment centers, and the Downtown. (See policy ED 3.3)

3.5.3 Investigate the feasibility of developing incentives for encouraging employer-provided child-care programs within the City.

3.5.4 Investigate the feasibility of developing a City child-care and after school facility and services on the east-side of the City, and within the Beach/Lower Ocean Street Target Area. (See Map H-4)

3.5.5 Review development proposals with respect to their impact on child-care and investigate the feasibility of requiring proposed developments to mitigate their impact on the need for child care facilities and services.

3.6 Assume leadership in providing a workplace supportive of families by implementing family-oriented employment policies including, but not limited to, health insurance, child care, elder care, employee assistance, family leave, flexible work hours, and prorated benefits for less than full-time work and encourage the private sector to implement similar family-oriented personnel policies. (See policy ED 1.5.4)

3.7 Advocate legislation supporting better children, youth and family-centered policies and increased funding programs and services at the local, state and national levels.

E. HEALTH AND MEDICAL SERVICES

A range of health and medical services are provided to City residents by Dominican Hospital, and various care facilities, clinics and private practices located in and around the City. Several health care services and programs also focus on more specialized needs and include Meals on Wheels and Santa Cruz AIDS Project.

The City's Fire Department is one provider of emergency medical services in the area. National studies show that emergency medical service (EMS) providers can expect one medical emergency call every day for each 10,000 people in their community. In 1988, the Fire Department responded to 6.3 EMS calls per day, 35% greater than the national average of 4.7. For most medical emergencies that are life threatening, advanced life support must be delivered to the scene in four minutes or less. The Fire Department's ability to effectively deliver this service is limited due to lack of coordination with other County-wide paramedics programs.

HEALTH AND MEDICAL SERVICES GOALS, POLICIES AND PROGRAMS

GOAL CF 4: Encourage a full range and adequate distribution of health and medical services serving City residents.

Policy and Programs:

4.1 Promote the development of a full range of health care opportunities that are available to the general public and different neighborhoods where these services are lacking.

4.2 Promote activities and programs where the City can effectively contribute to the physical and mental health and well-being of its citizens including the needs of specialized groups such as children, single mothers, disabled, seniors, low and moderate income families, terminally ill, physically and mentally battered and abused, homeless and victims of disasters.

4.3 Cooperate with Dominican Hospital and other health care providers to determine the medical care demands of the City's population and the profile of that demand.

4.4 Continue the City's existing paramedical services and strive to assure an acceptable level of emergency medical services throughout the County including advanced and basic life support, consistent with population growth.

4.4.1 Establish a goal of four minutes of response time to calls for emergency medical services.

4.5 Cooperate with appropriate agencies to ensure adequate nutrition for children, youth and families in emergencies as well as for daily survival.

F. COMMUNICATIONS AND INFORMATION NETWORK

A community's most visible and important means of communication and information exchange is person to person. Santa Cruz, like all communities, functions as a communications and information network where individuals and groups within the community produce, process and consume information through interactions amongst themselves and several media. The quality of this network has profound effects on the City's physical, social and economic well-being.

Libraries are an important link in the City's communications and information network. They serve as repositories of the City's culture, provide places where the community connects with itself and the world and are also places people go to find the information they need to participate in society. The Santa Cruz City-County Public Library System consists of 10 libraries with three branches within the City: Santa Cruz Central, Garfield Park and Branciforte. The aim of the Santa Cruz City-County Public Library System is to increase public access to information. UCSC also has an extensive library that is linked to all University of California libraries and, while it primarily serves UCSC students and staff, its collections are available to the public through the interlibrary lending system or direct borrowing privileges for an annual fee.[29]

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[29] UCSC Draft EIR for the LRDP p. 4.11-20.

In addition to library services, access to cable television, telephone, satellite, computer networking technologies, radio, public meeting spaces and other services create greater accessibility to information, impact the way in which people communicate, and create new job opportunities. Enhancement and improved access to these resources will have a profound effect upon the nature and importance of communication and information in daily life and work and the City should examine the implications of technological advances and respond to the challenges and opportunities they create.

COMMUNICATIONS AND INFORMATION NETWORK GOALS, POLICIES AND PROGRAMS

GOAL CF 5: **Expand and optimize the quality of the City's libraries and communication and information network.**

Policy and Programs:

5.1 Ensure that residents and businesses have full access to current communications and information technologies and resources and remove obstacles under City control to facilitate the use of these technologies. (See also Policy CF 1.1 and L 5.3.1)

5.1.1 Administer the local cable television franchise (TCI) to increase the programming available to the community and work with the City/County Cable Television Advisory Commission to develop public access cable television channels providing a broad range of community information.

5.1.2 Encourage the local exchange carrier (Pacific Bell) to upgrade the community's telephone system so that local residents and businesses have access to state-of-the-art technology.

5.1.3 Encourage the local electrical utility (PG&E) to minimize fluctuations and interruption in electrical flow that can interfere with information processing and communication.

5.1.4 Collaborate with the County and other municipalities in developing consistent policies related to development of communications and information technologies.

5.2 Provide free and equal access to City libraries and library capacity and collections sufficient to meet the needs of current and new residents.

5.2.1 Achieve the service standards of the Library Systems Long Range Plan and site and size libraries to provide maximum utility to the most patrons.

5.2.2 Maintain an adequate collection to serve the needs of the community by implementing a collections standard of 3 items per capita (75% of the collection should be books and 25% should be non-book

materials such as records, discs, and videos), and ensure that materials set forth a variety of views on controversial topics.

5.2.3 Encourage the development of new library facilities at UCSC to help offset the increased demand on the local library system, maintain public access to the library resources at UCSC, and assist the UCSC Library in its development of a children's literature collection.

5.2.4 Assure that basic library services are provided free of charge, maintain user-oriented hours both in frequency and scheduling, and make all library buildings accessible to the handicapped and elderly. (See policy CF 1.4)

5.2.5 Meet the information needs of all users and potential users, regardless of their ability to speak or read English by ensuring that sufficient collections, staff, and resources are available to provide basic services in languages appropriate to the Library's service area.

5.2.6 Provide accurate information and professional guidance in the use of library reference sources and community resources and ensure that the public is aware of the full range of information services provided by the library. (See policy CF 1.1.4)

5.2.6.1 Maintain the INFO CRUZ program as a quick and reliable source of community information.

5.2.6.2 Cooperate with other agencies in developing, maintaining and preserving a comprehensive collection of materials about the history of Santa Cruz County. (See policy CR 2.4, CR 2.4.3)

5.2.6.3 Meet the special information needs of individuals or small businesses with no other access to organized resources. (See policy ED 1.3)

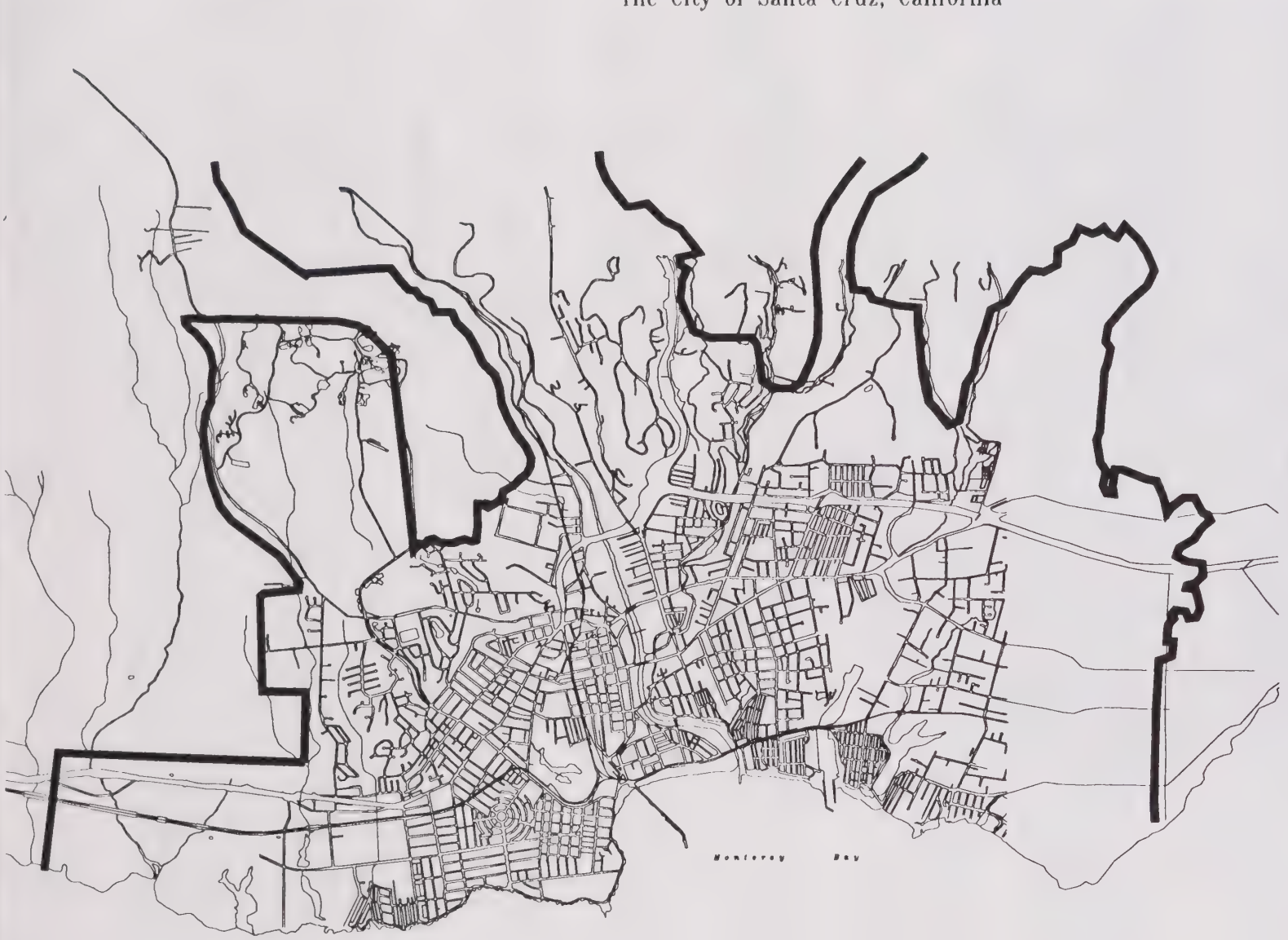
5.2.6.4 Support the special information needs of people doing genealogical research.

G. WATER SUPPLY, CONSERVATION, QUALITY AND DISTRIBUTION

The Santa Cruz Water Department's (SCWD) service area includes UCSC, unincorporated areas such as Pasatiempo and Carbonera to the north, the Live Oak area to the east, and several domestic and agricultural connections along Highway 1 to the west of the City. (See Map CF-4.) Water concerns cover four areas: **Water Supply, Conservation, Quality and Distribution.** Issues related to Water Supply and Conservation are covered below and overlap somewhat with issues related to Water Quality covered in the Environmental Quality Element.

MAP CF-4: WATER DEPARTMENT SERVICE AREA

The City of Santa Cruz, California



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WATER SERVICE AREA BOUNDARY

Source: City of Santa Cruz Water Department Master Plan

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In July 1990, the City Council adopted the final draft of the Water Master Plan that studied water demand, supply, quality, treatment and distribution through 2005. Upon adoption, the Council directed preliminary engineering and environmental review of the supply alternative projects, consideration of a program to allocate new connections to the water system, and the development of schedules for water efficiency programs. In addition to the Water Master Plan, a State-mandated Urban Water Management Plan sets forth City policies relating to conservation and efficient use of water supplies.

1. Sources and Supply Outlook

The City's water supply is drawn primarily from the San Lorenzo River and North Coast Watershed Areas. Average rainfall in the Newell Creek Watershed, part of the Upper San Lorenzo River Watershed ranges anywhere from 15 to 99 inches per year. The City directly obtains its water from both surface water and groundwater sources. Surface water sources include Majors Creek, Laguna Creek and Liddell Spring, the San Lorenzo River and Loch Lomond Reservoir and account for approximately 94% of the system's total production normal years. The Beltz Wells provide the balance of the water used within the City system. Water is then diverted by pumping from supply sources to the Graham Hill and Beltz water treatment plants and then distributed to residences. Water quality is analyzed in terms of physical, chemical and biological characteristics and treated for turbidity, color, odor, and iron, manganese and bacteriological content.

According to the 1989 Water Master Plan, existing water supply sources, with certain upgrades, are capable of meeting year 2005 demands under high growth scenarios in about 90% to 95% of all years. Minor supply deficiencies requiring mild, voluntary conservation effort would occur in roughly 8% of all years and major supply deficiencies requiring strict conservation measures would occur only in rare, extremely severe droughts. The experience of recent years of prolonged dry weather (1987-1992) has changed that perspective. In light of the last five years of drought, it seems clear that the City is vulnerable to severe water shortages in successive dry years which may well continue. Meanwhile, moderate population growth and increasing system demand will continue in the Water Service Area. This increased demand will exacerbate the impacts of extended dry periods upon water supply. To deal with dry-year shortfalls the City will primarily focus upon conservation efforts and upgrading the existing supply system to meet projected demand and will consider implementing projects that would increase the water supply only if absolutely necessary. The 1989 Water Master Plan identified 13 separate water supply enhancement programs including upgrades and/or expansions as ways of ensuring that water supply needs are met through 2005. (See Table CF-5) Preliminary screening by the City's consultants supports continued evaluation of nine of these alternatives.

2. Water Conservation

The City has been recognized as a leader in implementing its water conservation program and has achieved one of the lowest per capita water consumption rates in the State. The City's Urban Water Management Plan outlines major conservation programs designed to further reduce water consumption throughout the SCWD's service area. This plan is required by the State and must be updated every five years. Water conservation programs stress educational activities, water conserving landscaping, installation of water saving devices, water rates and increased maintenance and monitoring of the water distribution

system as ways to promote efficient water use. In periods of water shortfall, voluntary restrictions, excess use fees, mandatory rationing and other measures are used to promote water conservation.

Table CF-5

Water Master Plan Alternatives

1.	Upgrade Existing Supply System	7A.	Enlarge Loch Lomond Reservoir by 260 million gals.
2A.	Increase Capacity of Felton Diversion	7B.	Enlarge Loch Lomond Reservoir by 1010 million gals.
2B.	Reduce Operating at Felton Diversion	8A.	Scotts Valley Intertie
3.	North Coast Pump Stations	8B.	Soquel Creek Intertie
4.	Parallel Pipeline from San Lorenzo River to Water Treatment Plant	9.	Direct Diversion on Zayante Creek
5A.	Groundwater Wells & Treatment Plant near Thurber Lane	10.	Parallel Coast Pipeline
5B.	Groundwater Well in Harvey West Area	11.	North Coast Reservoir
6.	Wastewater Reclamation	12.	Upper San Lorenzo River Reservoir
		13.	Desalination Plant

3. Water Quality

The City is committed to meeting or exceeding all State and Federal Water Quality standards.

WATER SUPPLY, CONSERVATION, QUALITY AND DISTRIBUTION GOALS, POLICIES AND PROGRAMS

GOAL CF 6: **Supply the water needs of the City's projected 2005 population through water conservation, and then through augmentation of the City's water supply only if necessary, and also ensure water quality and enhance the water distribution system.**

Policies and Programs:

6.1 Promote water conservation to reduce future demand through the implementation of the Urban Water Management Plan.

6.1.1 Continue and expand school education and public information programs related to water conservation including expansion of the Adopt-a-School program. (See policy L 1.8)

6.1.2 Implement a Residential Water Audit Program, targeting large (top 10-20%) water users in single-family and multi-family (master-metered) residences.

6.1.3 Implement a program providing customers with conservation items such as toilet displacement bags, leak detection tabs, water conservation literature and meter reading instructions.

6.1.4 Develop and implement a system-wide program for conversion of existing toilets to Ultra Low Flush (ULF) models; analyze how best to apply the savings realized from such conversion; and investigate other options and incentives for retrofitting other old water-inefficient fixtures.

6.1.5 Enforce the New Construction/Ultra-Low-Flush-Toilet Water Conservation Ordinance and periodically review this ordinance to determine if additional fixtures should be added.

6.1.6 Develop and adopt a landscape water conservation ordinance in compliance with AB-325 (based on the State model to set guidelines and standards for new landscaping) that emphasizes xeriscaping, climate-appropriate landscape design and other water-conserving landscaping practices. (See policy CD 6.2.4)

6.1.7 Conduct a landscape irrigation audit program and target large water consumers in order to reduce consumption, including but not limited to large turf customers, large commercial and industrial customers, and property management firms (including firms that manage master-metered residential properties). (See policy PR 1.9.2)

6.1.8 Conduct a commercial water audit program, targeting large (over 200 CCF per billing period) commercial customers and amend the Drought Ordinance requirements for business water surveys into on-going review of large customer water use (including site visits, leak detection and monitoring, possible additions to the 1989 Retrofit Ordinance).

6.1.9 Continue to implement the leak detection program.

6.1.10 Continue to evaluate the possible application of reclaimed water and graywater. (See policy CF 7.3.1)

6.1.11 Encourage water conserving businesses and agriculture. (See policy ED 3.1)

6.1.11.1 Encourage and support efforts to develop more efficient agricultural irrigation systems to mitigate consumption.

6.1.12 Develop a program to provide recognition of exemplary business and residential water conservation efforts. (See policy ED 3.1)

6.1.13 Review, and if necessary revise, water rates to encourage conservation.

6.2 Analyze the environmental, fiscal and lifestyle costs and benefits of increasing the available supply of water compared with implementing stricter conservation and rationing measures to meet the water needs of City residents.

6.3 Consider augmenting the City's water supply with full consideration of cost/yield analyses, quality and environmental impacts.

6.3.1 Continue preliminary engineering and environmental review of water supply alternative projects presented in Table CF-5, and consider implementation of selected alternatives.

6.3.2 Ensure that the development of future water projects or new drilling does not significantly impact water quality, groundwater levels, in stream flow, or fish and other aquatic life.

6.3.3 Continue to develop data on water resources available to us including groundwater sources and streamflow measuring stations.

6.3.4 Continue to monitor upstream water use to protect the City's water rights.

6.3.5 Investigate the development of a capacity charge which is proportional to expected new demand.

6.4 Ensure water quality by upgrading water treatment processes, procedures and facilities to meet or exceed all State and Federal water quality standards.

6.4.1 Regularly sample and analyze finished water in accordance with the parameters identified by the State, USEPA, and the City.

6.4.2 Continue to monitor the quality of water from all water sources such as Loch Lomond, San Lorenzo River, coastal streams, and groundwater aquifers. (See Policies under EQ 2.2 and EQ 2.3).

6.4.3 Strive for the highest quality, existing and potential new water sources consistent with acceptable economic cost/yield and environmental impacts.

6.4.4 Implement recommendations of the Water Treatment Alternatives Study.

6.4.5 Continue to provide information to water customers regarding the quality of the public water supply.

6.5 Enhance the distribution system by continuing to maintain and upgrade the water lines, pumping stations, and storage tanks as necessary to meet required delivery pressures and fire flow requirements.

6.5.1 Work with UCSC to develop a master plan for upgrades to University water pumping and storage facilities.

6.5.2 Continue the program to replace undersized and/or deteriorated water mains.

6.5.3 Regularly review water rates to assure that they accurately reflect the true cost of operating the system.

6.5.4 Continue the cathodic protection program to maximize the life of water facilities.

6.5.5 Continue to evaluate the ability of the water system to respond to emergencies and disasters and implement improvements. (See policies S 4.2, S 7.2.2 and S 7.3.)

6.6 Ensure that new development occurs only when adequate water services are provided and require new development to install the infrastructure necessary to distribute water within and around the site. (See policy L 4.2)

H. WASTEWATER TREATMENT

1. Wastewater Collection System

The City's Wastewater Collection System transports wastewater originating in the Santa Cruz County Sanitation District (SCCSD) to the wastewater treatment plant (WWTP) at Neary Lagoon. The system is comprised of approximately 160 miles of pipeline and is located in 15 drainage basins. Eight of the basins are located east of the WWTP and the remaining seven west of the plant. (See Map CF-6)

In 1984, a **Sewer System Master Plan** was prepared to evaluate the flow capacity of the existing collection system and identify areas within the system where the flow capacity was exceeded by existing and anticipated future (to the year 2000) flows. Future flows were based on existing flows, infiltration/inflow from a five-year storm, estimated unit flow rates, and estimated land uses and population densities. Existing unit flows were estimated to be 70 gallons per day (gpd) per capita and 2400 and 1000 gpd per net acre of commercial and industrial land uses, respectively. Future unit flow rates were estimated to be 90 gpd per capita and 2500 and 3000 gpd per net acre of commercial and industrial land uses, respectively.

MAP CF-6: CITY WASTEWATER TREATMENT SERVICE AREA AND TRUNK LINES

The City of Santa Cruz, California



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SERVICE AREA

TRUNK LINES

Source: City of Santa Cruz Public Works Department, 1992

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Wastewater collection system improvements have been programmed in the CIP in response to existing conditions and future flows estimated in the 1984 Sewer System Master Plan. With the implementation these improvements, the City's will meet its sewer collection needs as long as pipelines are maintained and pipelines lacking physical integrity are replaced. However, future flow estimates in the 1984 Sewer System Master Plan and the resulting CIP did not consider increased UCSC growth. The 1984 Sewer System Master Plan assumed 5,000 on-campus UCSC residents by the year 2000. However, the UCSC 1988 Long Range Development Plan (LRDP) and EIR estimate that 12,000 persons will be living on campus by 2005 and determined that the maximum expected peak wet weather flows (PWWF) with full buildout on campus would be 2.69 mgd.[30] The impact of UCSC growth on the sewer system will largely be confined to the mains in and around the campus and no deficiencies in treatment capacity are expected.

The 1984 Sewer System Master Plan will be updated by 1994 to reflect changes in UCSC and City population growth, unit flow rates, infiltration/inflow quantities, and the expected demands on the system to the year 2005. The updated Master Plan will also be used to identify structural deficiencies, such as broken and cracked pipelines in the existing system. Maintaining and upgrading the existing wastewater collection system will also be continued to ensure adequate service is provided to all users of the system. Maintenance and upgrades include: perform cleaning and general maintenance on a regularly scheduled basis; and replace or repair pipelines that are inadequate to transport flows due to a lack of structural integrity or are too small to transport existing flows.

2. Wastewater Treatment Plant

The Wastewater Treatment Plant (WWTP) and 12,000-foot ocean outfall provides treatment meeting the California Ocean Plan discharge requirement and has an average dry weather flow (ADWF) capacity of 17.5 million gallons per day (mgd) and in 1990 served approximately 125,000 persons in the North County area. The capacity of the treatment plant is sufficient to serve about 180,000 persons. Population projections indicate that the population in the WWTP service area will grow to 175,000 by 2005. Given the capacity of the WWTP, future population growth should be accommodated by the facility. The expansion to a secondary treatment facility by 1996 is planned.

In 1988, the WWTP's ADWF was approximately 10.7 mgd, with 5.6 of that flow originating within the City. Through 1999, the City has been allocated an adwf of 9 mgd while the County has been allocated an adwf of 8 mgd. It is estimated that the plant will treat 16.1 mgd by the year 1999, with 7.3 mgd originating within the City and 8.8 mgd originating from the SCCSD. The 7.3 mgd estimated for City flows included flow increases due to growth of UCSC of .93 mgd. However, UCSC's Long Range Development Plan estimates 2005 flows of 1.59 mgd due to on-campus growth.[31] While the LRDP estimates higher flows by .66 mgd the City is estimated to have an excess capacity of 1.7 mgd that can be reallocated for both UCSC and County growth should the need arise.

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[30] This would be for basin W07.

[31] These figures are based on the Association of Monterey Bay Area Governments (AMBAG) 1987 forecasts and reflect UCSC's Long Range Development Plan's growth figures.

WASTEWATER TREATMENT
GOALS, POLICIES AND PROGRAMS

GOAL CF 7: **Provide an adequate and environmentally sound wastewater collection, treatment and disposal system.**

Policies and Programs:

7.1 Perform regular maintenance to maintain the sewer system's capacity and identify pipeline deficiencies due to lack of size and structural integrity.

7.1.1 Biennially clean the entire system, including manhole inspection and necessary root control work and perform systematic TV inspection of the collection system every 10 years.

7.1.2 Repair or replace those lines that have deteriorated past the point of useful service or have been identified as deficient under current flow conditions. New pipelines should be sized to handle future flow for at least 50 years, giving priority to sewer lines in areas adjacent to the San Lorenzo River. (See policy L 4.2)

7.2 Maintain and upgrade the wastewater collection and treatment system in an environmentally sound and fiscally efficient manner, as needed, due to increases in population, unit flows, and changes in land use. (See policy L 4.1)

7.2.1 Update the 1984 Sewer Master Plan by 1994 to reflect changes in land-use and population projections, UCSC growth, and identify projects needed basin-by-basin through 2005.

7.2.1.1 Investigate infiltration inflow control programs as a cost effective way of maintaining system capacity.

7.2.2 Upgrade the existing wastewater treatment plant to provide secondary level treatment by 1996.

7.2.2.1 Re-evaluate the ratio of dry weather flow to dry weather capacity of the WWTP once a year to measure the existing capacity.

7.2.2.2 In expanding to secondary treatment, provide for the preservation of Neary Lagoon as a unique natural habitat. (See policy EQ 4.2.2.2)

7.2.3 Monitor the capacity of the wastewater treatment plant and when it reaches a 75% capacity, develop a plan to address future needs consistent with the Environmental Quality policies of this Plan.

7.2.4 No additional expansion of the capacity of the plant shall be approved or constructed prior to 2005.

7.2.5 Re-examine and reallocate wastewater capacity allocations between the City and County as the need arises.

7.2.6 Construct a leachate line from the municipal landfill to the City's wastewater collection system and prohibit sewer hook-ups, with the exception of wastewater from Wilder Ranch if consistent with the policies of and permitted by Santa Cruz County and the Coastal Commission. (See policy L 4.1.1)

7.3 Maintain an environmentally acceptable wastewater disposal system.

7.3.1 Develop and implement wastewater reclamation activities (including the encouragement of private on-site wastewater reclamation) for irrigation and other uses to help conserve the City's water supply. (See policy EQ 2.7, CF 6.1.10, CF 6.1.11)

7.3.2 Investigate the environmental feasibility and advantages of composting sewage sludge at the municipal landfill or other locations. (See policy CF 8.3)

7.3.2.1 Determine the compatibility of composting at the landfill in terms of land use, regulatory requirements and marketing of end-product.

I. SOLID WASTE DISPOSAL AND RECYCLING

1. Collection and Recycling

In 1990, the City provided solid waste collection to 12,500 residential and 1,300 non-residential customers. Residential service is once a week and commercial service varies according to the need. The City also provides curbside recycling collection of newspapers, glass, aluminum, tin cans, cardboard and motor oil.

2. Landfill

The City owns and operates a Class III Sanitary Landfill located approximately three miles west of the City off Highway 1. (See Map CF-7) The Landfill operation is required to comply with the regulations, plans and permits required by the California Integrated Waste Management Board and California Regional Water Quality Control Board.

MAP CF-7: CITY LANDFILL

The City of Santa Cruz, California



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CITY LANDFILL

(CF) LAND USE DESIGNATION (COMMUNITY FACILITY)

Source: City of Santa Cruz Planning Department

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In 1990, the landfill accepted approximately 200 tons of waste per day from the City and was only permitted to accept non-hazardous waste such as garbage, rubbish, refuse, food wastes, demolition and construction wastes and wastewater sludge. The operation is a canyon fill where all waste is compacted and covered with approximately 6" of soil each day. It is estimated that the landfill will reach capacity by the year 2010. As required by State law, the City deposits funds annually into a landfill closure fund. These funds are for closing the existing site only and do not involve the preparation of a new site or facility. By 1995, the City will begin to study disposal methods and technologies that could be implemented on a regional or local basis to replace the existing landfill site.

SOLID WASTE DISPOSAL AND RECYCLING GOALS, POLICIES AND PROGRAMS

GOAL CF 8: **Increase, to the greatest extent possible, the use of recycled materials and eliminate practices resulting in the unnecessary waste and disposal of natural resources.**

Policies and Programs:

8.1 Perform collection route studies on an as-need basis to provide convenient collection service in the most economical way.

8.2 Increase the quantity and convenience of recycling, reduce the percentage of recycled material going into the landfill, and encourage other waste-reduction activities.

8.2.1 Implement the wastestream reduction goals outlined in the City section of the Santa Cruz County Solid Waste Management Plan.

8.2.1.1 By 1995, 25% of the solid waste generated within the City will be diverted and by 2000, 50% of the solid waste will be diverted.

8.2.1.2 Biennially, review wastestream reduction goals to examine the feasibility of increasing them.

8.2.2 Identify and implement incentives and penalties to encourage waste reduction.

8.2.2.1 Investigate the use of a variable refuse rate giving all waste generators an economic incentive to reduce waste by fully rewarding by reduced rates those who recycle and dispose less.

8.2.2.2 Study the feasibility of a local deposit, disposal tax, tax credit, and/or prohibitions to promote products that are reusable, recyclable, or biodegradable.

8.2.2.3 Examine the desirability of stricter enforcement of litter laws with penalties such as community service on litter cleanup and recycling crews.

8.2.3 Cooperate with Ecology Action, local government agencies, special districts, and contiguous counties to jointly develop waste management alternatives providing a net energy benefit and conserving resources, and also produce and disseminate information to the public related to recycling. (See policy L 1.8)

8.2.4 Expand the recycling program to include multi-residential customers, schools and public institutions, and commercial and industrial businesses.

8.2.5 Expand the list of curbside recyclables to include paper, and other products as necessary and begin a program to recycle water based paint on a drop-off basis at the City Recycling Center and consider alternatives for curbside pickup.

8.2.6 Provide receptacles for separating recyclable materials from nonrecyclable materials at City parks, schools, the Wharf, beaches and other public facilities. (See policy PR 1.9.5)

8.2.7 Revise the City purchasing policy to maximize the purchase of recycled products and reduce the use of disposable items, including paper, oil, tires, paint and other materials. (See policy ED 1.6.3)

8.2.8 Create and stimulate local markets for recyclable materials. (See policy ED 1.1.2)

8.2.8.1 In coordination with a strong marketing program, investigate buyback opportunities as markets develop for recyclables at the City's landfill recycling center.

8.2.8.2 Encourage the formation of a reuse network for the exchange of usable discards.

8.2.8.3 Encourage the establishment of local industries manufacturing products from secondary materials, such as waste papers and plastics. (See policy ED 3.1.2.)

8.2.9 Develop guidelines and programs for composting organic materials at the landfill, community gardens, and individual homes. (See policy PR 1.3)

8.2.10 Develop a program for reuse of clean fill (dirt and rock), including a central storage area and a crusher to convert concrete slab waste into aggregate. The facility should accept fill from the public and industry and be a source for users of fill materials.

8.2.11 Develop requirements for new developments to design service areas in ways that encourage recycling.

8.2.12 Implement programs to reduce and, when possible, recycle environmentally hazardous materials. (See policies under EQ 1.9.1 and S 6.1.2.)

8.3 Operate and maintain the sanitary landfill, in compliance with adopted plans and the State Waste Management Board and the Water Resources Control Board, to provide for proper disposal of non-hazardous waste and examine methods to extend the life of the landfill beyond the year 2010. (See policies under CF 7.3.2 and Goal S 6 for disposal and handling of Hazardous Materials)

8.3.1 Cover all waste in compliance with State regulations.

8.3.2 Maintain drainage facilities to prevent surface water from coming into contact with waste and any discharge of leachate to surface waters. (See policy CF 7.2.6)

8.3.3 Revise the landfill permit to reflect changes in condition since original plan was developed in 1979.

8.3.4 Achieve higher densities, by compacting all waste with landfill compactor.

8.4 By 1995, begin preparation and implementation of plans for the closure and replacement of the Sanitary landfill addressing current and future uses of the site (including design criteria, visual resource protection, water quality, and eventual recreational reuse), the development of various alternative disposal methods, and operational standards.

J. STORM DRAINAGE

Urban drainage and flood control needs respect no jurisdictional boundaries. Drainage areas are determined by topographical features forming drainage basins, rivers and streams and require that multi-jurisdictional efforts address many drainage problems. The City's **1963 Storm Drain Master Plan** provides a basis for storm drain planning in the City. In addition to this plan, the City's Municipal Code sets forth standards governing the development of drainage improvements required incidental to new construction. The Storm Drain Master Plan will be updated to reflect current and future storm drainage needs to the year 2005 or beyond.

Underground storm drains are designed to carry 10-year recurring storm events. Most major storms exceed the capacity of underground storm drains and flood some City streets for a short period of time. These greater, less frequent recurring storm events are conveyed on surface facilities such as streets and channels that must be designed to withstand the effects

of a 100-year storm without substantial damage to property and also remaining open for access by emergency vehicles.[32]

Storm drainage is significantly affected by urbanization. A given amount of rainfall produces a vastly different volume of storm water runoff under developed conditions than it does when the land is in its natural state. As such, new development is evaluated to ensure that drainage considerations are addressed in the overall design. Standing or flowing water must be diverted from well-traveled roadways to prevent traffic hazards and to minimize damage to the streets. Quality of storm-water runoff is another concern since pollutants and particulates getting into the storm water from urbanized areas affect water quality in the region and pose many hazards to residents, plants and wildlife. These pollutants are generated from illicit storm drain connections, industrial sites, automobile facilities (e.g., parking lots, street repair facilities) and directly connected impervious areas (e.g., roof drains piped to the gutter). For policies related to stormwater runoff see the Water Quality section of the Environmental Quality Element.

STORM DRAINAGE
GOALS, POLICIES AND PROGRAMS

GOAL CF 9: **Provide a storm water drainage system capable of conveying a 100 year storm in the trunk drainage system and 10 year storm in the minor storm drainage system.**

Policies and Programs:

9.1 Update the Storm Drainage Master Plan by 1994 to guide storm drainage improvements through the year 2005.

9.2 Explore alternatives for capital improvement financing of storm drainage facilities including sources suggested by the Capital Improvement Task Force in its June 1987 report.

9.3 Concentrate catch basin preventative maintenance in the fall before the rainy season to minimize clogging and plugging of storm drain grates. (See policy EQ 2.3.1.8)

9.4 Manage the San Lorenzo River floodway consistent with the requirements of the Corps of Engineers, Coastal Commission, Department of Fish and Game and other responsible and trustee groups and make the San Lorenzo River Design and Enhancement Plan the basis for this management. (See policy S 3.3 and the San Lorenzo River Enhancement and Design Plan Summary)

9.5 Use storm drainage design principles that address drainage within each drainage shed and do not transfer storm drainage problems from one drainage basin to another.

[32]A 100-year storm has a 1% chance of occurring each year.

9.6 Analyze and design flood control projects and storm drainage facilities on private or public lands to ensure that retention and detention facilities are used where practical and economical, erosion impacts on natural terrain are minimized, and urban runoff pollutants are reduced to the maximum extent possible. (See policies under EQ 2.3.1.)

9.6.1 Where a project requires offsite and/or downstream drainage improvements require the project to construct or reimburse the City for installation.

9.7 Work with the County and the City of Scotts Valley to develop a program to mitigate the increased runoff from developments upstream affecting Branciforte and Carbonera Creeks. (See policy S 3.4)

PARKS AND RECREATION ELEMENT
(Pages 328-360)

PARKS AND RECREATION ELEMENT

A. INTRODUCTION

Santa Cruz offers a wide range of both public and privately managed recreational opportunities including: natural areas such as sandy beaches, ocean cliffs, the San Lorenzo River, redwood forests, and rolling foothills combine with parks, community gardens, plazas, trails, recreational facilities and programs, the Wharf, Boardwalk, and Yacht Harbor. Despite the abundance and diversity of recreational opportunities within and in close proximity, the City faces many difficulties in accommodating basic recreational needs. While the City's projected population for 2005 is approximately 59,500, its park and recreational service area is estimated at more than 100,000 people and there is an annual tourist population of more than 2.5 million people. A growing population means that the parks and recreational facilities needed to serve City residents will continue to increase. However, because population growth will mostly occur in developed areas of the City, land available and suitable for recreational development is limited.

Providing quality recreational lands, facilities and programs relating to existing demands, population growth, and changing community needs, is essential to creating a well-balanced and healthy community. The Parks and Recreation element analyzes the City's parks and recreation needs and provides a direction for attaining them through the year 2005. The element is divided into four sections: **Parks and Recreational Lands, Recreational Facilities, Recreational Programs and Cultural Festivities, and Recreation Corridors.** The following goals outline the direction of this element:

Parks and Recreation Goals

GOAL PR 1:	**Provide for an adequate and well-balanced supply of parks and recreational lands to meet the needs of Santa Cruz residents.**
GOAL PR 2:	**Ensure that adequate types, numbers and distribution of recreational facilities are available to residents of Santa Cruz.**
GOAL PR 3:	**Provide and support recreational programs, cultural events and festivities that relate to the diverse needs, customs, traditions, interests, and resources of the community.**
GOAL PR 4:	**Establish a City-wide system of pedestrian, bicycling and hiking trails to enhance opportunities for recreational enjoyment.**

B. PARKS AND RECREATIONAL LANDS

Parks and recreational lands are a fundamental component of the City's recreational environment. The types of parks and recreational lands vary tremendously as each is developed with the intent of providing recreational opportunities to specific segments of the population. Lack of adequate lands for park and recreational facilities makes necessary the expedient acquisition of available sites, developer dedications or in-lieu fees and creativity in developing park space out of less than ideal sites. These steps will work to ensure that

the provision of parks and recreational facilities keeps pace with population growth through 2005. Improvements to existing parks and recreation areas and linkages from residential neighborhoods to these areas will also be necessary to improve park acreage and access.

1. Neighborhood Parks

Neighborhood parks serve the recreational needs of residents living or working within a neighborhood area. They are used for spontaneous recreation and include facilities such as children's play areas, picnic areas, athletic fields and outdoor basketball courts. The City's **standard** for neighborhood parks is **2.0 acres/1000 people** with a service radius of **3/8 of a mile or five blocks.**[33]

Analysis of the City's neighborhood park needs through 2005 was done by its six planning areas.[34] Needs have been assessed within each area according to population projections and acreage, distribution and quality of existing neighborhood parks. (See Map PR-1 and Table PR-2) In many cases, natural areas, coastal recreation areas and private, community, and regional parks proximate to City neighborhoods supplement neighborhood park land. However, limited access to, uneven distribution, inadequate size, and design often limits the use of these areas for neighborhood park purposes.

a. Upper Westside

Neighborhood park needs for the Upper Westside are served by three neighborhood parks and two public school sites. In addition to these areas, proximity to UCSC, Moore Creek, and Arroyo Seco Canyon enhance recreational opportunities in the area. While the Upper Westside will have sufficient neighborhood park acreage through 2005, the distribution of these parks is inadequate and improvements to some park lands are necessary. Topography and major streets also present barriers to accessing existing parks.

A few significant opportunities exist to improve park distribution. Undeveloped land and development on the City's western edge offer opportunities for park acquisitions and dedications. Implementation of the Moore Creek Corridor and Arroyo Seco Master plans will also increase the availability of recreational opportunities in an area where park space is lacking. However, the range of recreational activities possible in these areas will be limited.

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[33] This standard was derived from the neighborhood park acreage serving the City's 1990 population of 45,061, this does not include UCSC's on-campus population (CT1004). Park acreages include both City and non-City managed lands such as Schools.

[34] These areas are consistent with census tracts, include barriers such as major streets and rivers, and exclude UCSC. UCSC's on-campus population is not included when determining the City's neighborhood and community park needs. It is assumed that park needs for the UCSC on-campus population will be met by the University.

MAP PR-1: NEIGHBORHOOD PARK DISTRIBUTION

The City of Santa Cruz, California



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LEGEND

- AREA SERVED BY NEIGHBORHOOD PARK (3/8 MILE RADIUS)
- PARK OR SCHOOL GROUNDS
- PLANNING AREA BOUNDARIES
- CITY LIMITS

Source: Santa Cruz City Planning Department, 1992

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Table PR-2

Neighborhood Park Needs by 2005*

Area & Park Site	1990 Acres	2005 Needs	Park Acreage Deficit	Park Distribution Deficit
Upper Westside				
Trescony Park	2.0			Lack of parks Lower Western Drive/West Escalona area.
University Terrace	8.5			
Westlake Park	6.0			
School Sites[1]	5.8			
Existing	**22.3**	**20.5**	**None**	
Lower Westside				
Derby Park	3.8			Lack of parks Westside Lands and from the Circles to West Cliff Drive between Bay and Pelton.
Bethany Curve	2.6			
Garfield park	1.8			
School Sites[2]	9.4			
Existing	**17.6**	**17.1**	**None**	
Central Core				
Beach Flats	0.3			Lack of parks South-of-Laurel, North River Street areas.
Laurel Park	1.0			
Mission Plaza	1.0			
Neary Lagoon	4.0			
Raymond-Uhden	0.2			
Rincon Park	0.1			
School Sites[3]	4.5			
Existing	**11.1**	**16.3**	**5.2**	
Harvey West				
Existing	**0**	**.7**	**.7**	
Upper Eastside				
John Franks	0.3			Lack of parks in the Carbonera and Branciforte/Goss Street areas.
Grant Park	2.4			
School Sites[4]	22.0			
Existing	**24.7**	**18.9**	**None**	
Lower Eastside				
Central Park	0.2			Lack of parks in the Mentel and South Park Way area.
Frederick Street Park	4.0			
Oceanview Park	2.5			
Star of the Sea	2.1			
Tyrrell Park	1.5			
Mike Fox Park	1.5			
School Sites[5]	2.9			
Existing	**14.7**	**21.5**	**6.8**	

* Park distribution, size and quality are considered in addition to acreage needs when determining neighborhood park deficits for each area within the City. School sites are given credit for only 3/4 of their field acreage.

1 Mission Hills Jr. High and Westlake Elementary School (7.7)

2 Bay View Elementary and Natural Bridges Elementary (12.5)

3 Santa Cruz High School, Holy Cross (6.0)

4 DeLaveaga Elementary, Loma Prieta, Branciforte Junior High and Harbor High (29.3)

5 Gault School and Branciforte Elementary (3.8)

Source: City of Santa Cruz Planning Department, 1992

b. Lower Westside

Neighborhood park needs in the Lower Westside are served by three neighborhood parks and two school sites. Neary Lagoon, Lighthouse Field, Natural Bridges State Beach, West Cliff Drive, beaches and Gateway School provide additional recreational opportunities. While the Lower Westside will have sufficient neighborhood park acreage through 2005, the inadequate distribution of existing parks within this area results in a park deficiency.

Development of the Westside Lands area will provide an opportunity to acquire neighborhood park acreage in an area where population growth will demand park space. Depending upon their location and size, a few small and undevelopable pieces of land from the Circles to West Cliff Drive between Bay and Pelton Streets may also provide opportunities for meeting neighborhood park needs. Improving residential access to the coastline, Neary Lagoon, and other parks will also be important.

c. Central Core

The Central Core is served by 7 neighborhood parks and two school sites. San Lorenzo Park, San Lorenzo River, beaches and plazas and promenades along Beach Street, Pacific Avenue and City Hall also provide recreational areas. A 5.2-acre deficit in neighborhood park land is expected by 2005 in addition to inadequate sized and/or poor distribution of park lands serving the North River Street, South-of-Laurel and Beach Areas.

Increased densities and population in the Central Core will require the development of neighborhood parks and recreational facilities; however, because this area is already intensively developed there exists little opportunity for acquiring neighborhood park land. Acquisition of new park land and improvements to existing parks, natural areas and public spaces will be critical to meeting neighborhood park needs in the area.

d. Harvey West

Residential areas in the Harvey West area are not served by any neighborhood parks. However, they are in close proximity to a range of recreational opportunities offered by Harvey West Park, Pogonip, and the San Lorenzo River. Although, Pogonip and Harvey West Park are near to residences, in most cases, they are not within safe and convenient walking and biking distance. As a result, a deficiency of 0.7 acres of neighborhood park land is anticipated by 2005.

Because the area will experience increased residential development in the coming years, requiring residential developments in the Golf Club Drive or other areas to dedicate park land will be one method of providing neighborhood parks. Developing access from proposed and existing residential areas to Harvey West, Pogonip and the San Lorenzo River will be another. However, where park land dedications and improved access cannot be developed, the feasibility of developing mini parks will be explored.

e. Upper Eastside

Neighborhood park needs are served by two neighborhood parks and four school sites. In addition to these areas, the proximity of DeLaveaga Park to residential areas enhances

recreational opportunities. While there will be no deficit in neighborhood park acreage by the year 2005, distribution of park sites is a problem.

Most of the park acreage for this area is located on school sites. While these sites are fairly well distributed, the Carbonera, Branciforte/Goss Street area and DeLaveaga neighborhood lack neighborhood parks and have relatively limited access to DeLaveaga Park. Additionally, travel barriers created by Highway One and Ocean Street and needed improvements to school sites result in inadequate park lands in the area. Improving park distribution and existing sites will be necessary to meet the needs of this area.

f. Lower Eastside

Neighborhood park needs in the Lower Eastside are served by six neighborhood parks and two school sites. Proximity to the Yacht Harbor, beaches, San Lorenzo Park and the San Lorenzo River enhances recreational opportunities. However, to avoid deficiencies in park acreage by 2005, the City will need to acquire 6.8 acres of park land and implement improvements to existing neighborhood parks.

While this area has a deficiency in neighborhood parks, intensive development has left few opportunities for the acquisition of a neighborhood park. The development of a neighborhood park at the Arana Gulch property in conjunction with a school and expanding recreation areas along the Yacht Harbor are the few exceptions. Meeting neighborhood park needs will depend upon improvements to existing parks, increased access to coastal areas and exploring the feasibility of developing parks in areas where existing park sizes are inadequate.

2. Community Parks

Community parks serve recreational needs beyond those supplied by neighborhood parks. They are generally larger in size than neighborhood parks and have major recreation facilities such as large picnic areas, swimming pools, ballfields, tennis courts and recreation centers. The City's **standard** for community parks is **2.5 acres/1000 people** with a service radius of **1-1/2 mile**.

Because community parks are designed to serve the entire community, need has been analyzed for the City's entire projected population growth and the acreage, distribution and quality of existing parks. (See Map PR-3 and Table PR-4.) The City's community park needs are served by **Lower DeLaveaga, Harvey West, and San Lorenzo parks**. Upper DeLaveaga Park, UCSC, coastal recreation and natural areas provide additional opportunities for community-wide recreation. Projected population growth, uneven distribution of actual community park land will result in a 15.9-acre deficit of community park land by 2005. The west side of Santa Cruz is an area particularly deficient in community park space.

Lack of adequate undeveloped lands will make it difficult to develop new community parks. Where feasible, expanding and improving existing community park acreage and facilities will be necessary. Improving access to existing community parks and lessening distribution problems on the westside of town by pursuing joint use agreements with UCSC will also be important.

MAP PR-3: COMMUNITY PARK DISTRIBUTION

The City of Santa Cruz, California



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LEGEND

- AREA SERVED BY COMMUNITY PARK (1.5 MILE RADIUS)
- PARK CENTER
- CITYLIMITS

Source: Santa Cruz City Planning Department, 1992

0 1000 FEET

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Table PR-4

Community Park Needs by 2005*

Park Site	Park Acreage Deficit	Park Distribution Deficit
Lower DeLaveaga Park[1]	35.0	
Harvey West Park	55.0	Lack of community
San Lorenzo Park	13.0	park lands on the
Existing	**103.0**	western edge of the
2005 Needs[2]	**118.9**	City.
Park Acreage Deficit	**15.9**	

* This table must be combined with the Community Parks Distribution Map to determine community parks needs for the City as a whole.

1 DeLaveaga serves as both a regional and community park. For this reason, the ballfields, picnic areas and tot lots in Lower DeLaveaga Park have been included as community park acreage.

2 This figure is projected for a population of 47,548 people by 2005. It does not account for UCSC's projected on-campus population of 12,122 since it assumes that on-campus park and recreational needs will be met by the University.

Source: City of Santa Cruz Planning Department, 1992

3. Community Gardens

Community gardens are public and privately owned lands utilized for small scale flower and vegetable gardens. These gardens function as a specialized type of park land, providing the community with food, greenery, therapeutic and relaxing forms of recreation. Trescony Park, the Homeless Garden Project, and many private gardens also exist throughout the City.

Community gardens can be created on small, undevelopable parcels of land and also serve as temporary uses on developable parcels. As the City's population grows and densities increase, the expansion and development of community gardens will provide important recreational opportunities and will be an excellent way to accommodate some of the community's recreational needs. Retaining portions of lands formerly in agricultural use as community gardens, examining the feasibility of expanding interim community garden uses of undeveloped land, and also converting marginal lands into community garden areas may be several ways to expand this use.

4. Plazas and Promenades

Plazas and promenades are spaces within the urban environment functioning as a specialized type of park land. These areas are designed to provide opportunities for pedestrian enjoyment and passive recreational uses such as sitting, strolling, shopping, talking, and relaxing. Pacific Avenue and surrounding streets, Scope Park, the Town Clock, City Hall, Beach Street Promenade, West Cliff Drive, the Wharf, the San Lorenzo River and the Harbor Jetty are examples of such areas within the City. Implementation of the Downtown Streetscape, Beach Area Promenade Design and the San Lorenzo Design plans will be a key

step in improving these areas and providing recreational opportunities in a commercial context.

5. Regional Parks

Regional parks serve the recreational needs of a regional population and range from 150-500 acres in size. These parks have activities and amenities not found in neighborhood and community parks. They are primarily areas with active and passive recreation including open space, horse trails, large picnic facilities, golf courses, lake boating, ballfields, and/or hiking trails. The national **standard** for regional parks is **20 acres/1000 people**.

City residents are in close proximity to a number of regional parks, each offering an array of activities. These parks include: DeLaveaga Park, Henry Cowell State Park, Wilder Ranch State Park and beaches, Nisene Marks, and Big Basin. (See Map PR-5) State and municipal beaches, the Yacht Harbor and natural areas such as Lighthouse Field and Pogonip also offer recreational opportunities serving the regional community.

Population growth and tourism within Santa Cruz County will lead to an increase in the number of people using regional park lands over the next 15 years. The City will work with regional jurisdictions to coordinate regional park planning so that an adequate number of regional facilities will be available.

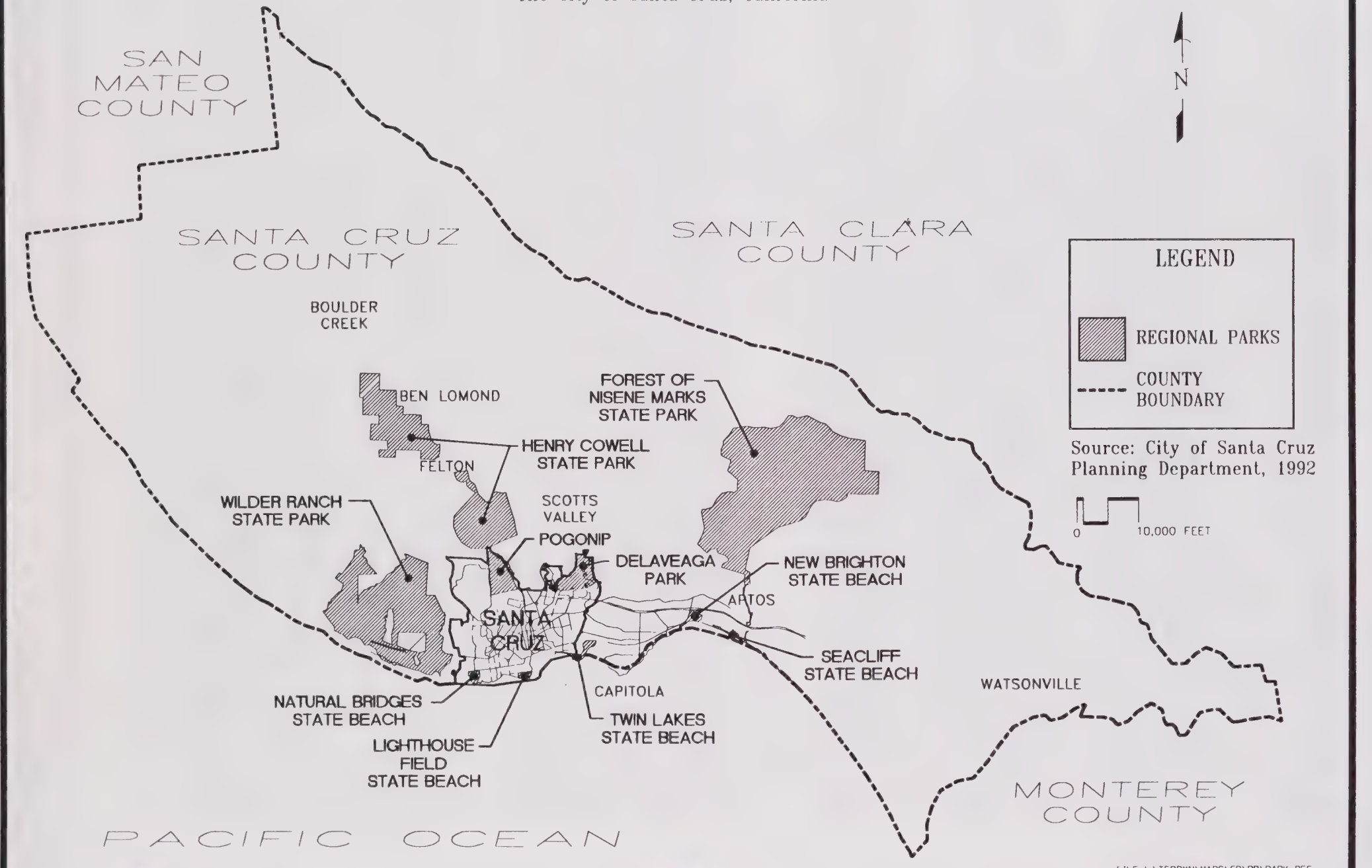
6. Natural Areas

The natural beauty and open space character of the City's natural areas compel residents and visitors to utilize them for passive recreational activities such as interpretive walks, jogging, biking, hiking, horseback riding, picnicking, reading and resting. These areas are a highly valued natural resources, providing valuable wildlife habitats, scenic and recreational enjoyment and offering an escape from the built environment. Natural areas being utilized for formal and informal recreational purposes include: Antonelli's Pond, Arana Gulch flood plain, Arroyo Seco Canyon, Jessie Street Marsh, Lighthouse Field, Moore Creek Canyon, Natural Bridges State Park, Neary Lagoon Wildlife Refuge, Pogonip, San Lorenzo River, and undeveloped portions of DeLaveaga Park and UCSC. (See Map PR-6)

While some natural areas have formalized trails and recreation areas designed to protect natural resources, others do not. As a result, many of these areas are subject to random and unrestricted recreational uses degrading their character and quality. Population growth and increased densities within the City and the County, implies the increased use of natural areas for scenic and recreational enjoyment. In most cases, these uses will occur whether or not formalized access, trails and recreation areas are provided. The desirability and types of recreational uses suitable for natural areas varies. To protect natural areas from over-use and degradation, the City must analyze the potential impacts of recreational uses within each area and establish criteria for determining whether or not recreational uses are desirable. If recreational uses are deemed desirable, the City must also determine the types, location and design of recreational uses best suited for the area.

MAP PR-5: REGIONAL PARKS

The City of Santa Cruz, California

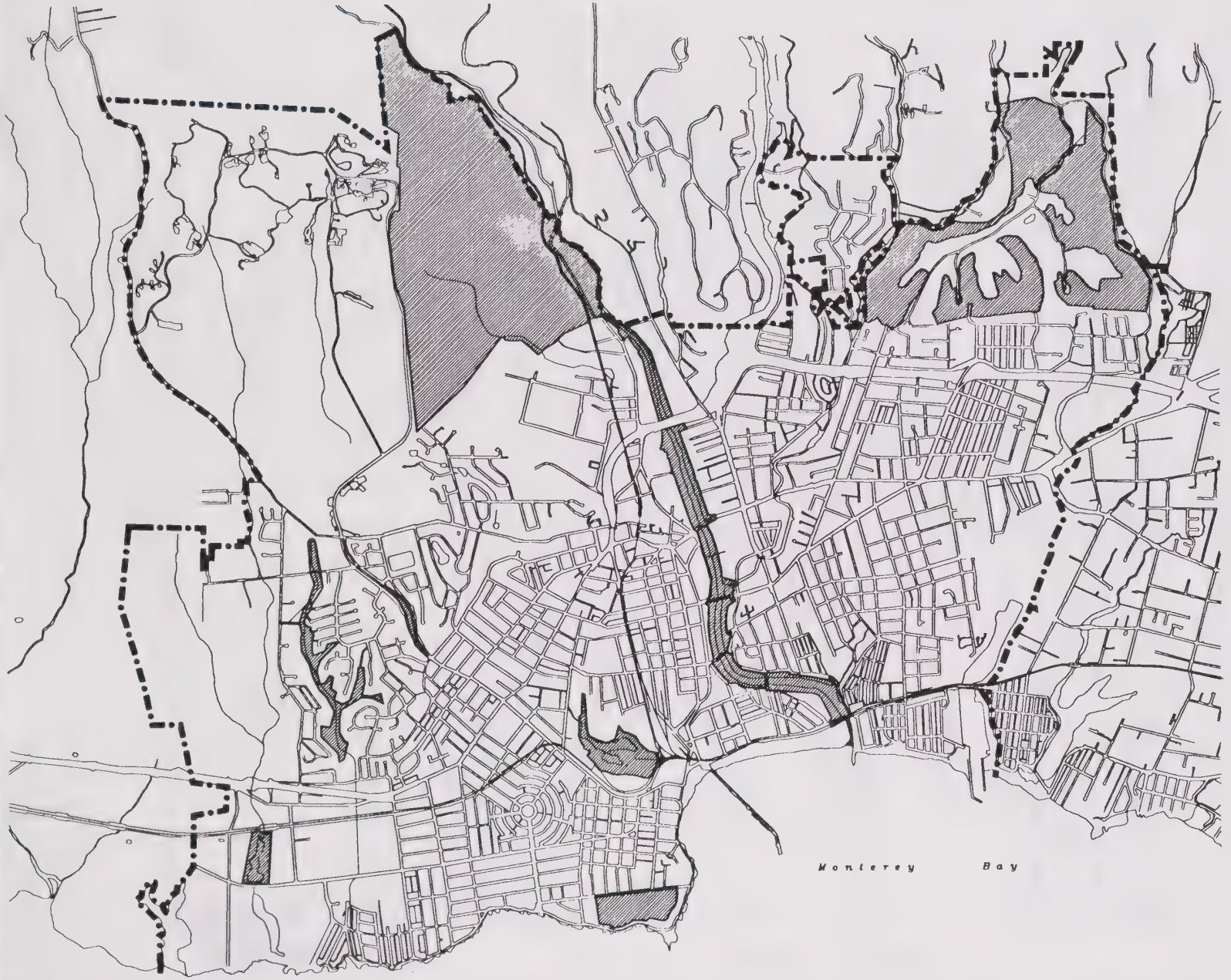


Source: City of Santa Cruz Planning Department, 1992

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MAP PR-6: NATURAL AREAS USED FOR PASSIVE RECREATIONAL PURPOSES

The City of Santa Cruz, California



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LEGEND

NATURAL AREAS USED FOR PASSIVE RECREATION

CITY LIMITS

Source: City of Santa Cruz Planning Department, 1992

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MAP PR-7: COASTAL AREAS

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department, 1992

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7. Coastal Recreation

The California coastline is a valuable and, within the City, a well-known and heavily-utilized natural and recreational resource. The coastline runs for approximately 4.6 miles within the City, providing scenic views and almost unparalleled recreational opportunities within a relatively compact space. Public roads follow most of the length of Santa Cruz' coastline, providing direct public access to the Pacific Ocean and Monterey Bay. As a result, coastal recreation areas providing the public with a variety of recreational activities including ocean viewing, sun bathing, walking, sitting, fishing, swimming, volleyball, surfing, windsurfing, frisbee, parasailing, picnicking, roller skating, jogging, and bicycling. A number of coastal recreation areas are also in close proximity to the City. (See Map PR-7 (previous page) for a listing and location of City and adjacent coastal recreation areas.)

The City's coastline is a prime recreational destination for over two-million people each year. Increasing populations and already intensive use of coastal recreation areas by City residents and visitors indicate a need for improving public access to and expanding recreational opportunities along the coastline. However, to ensure that the special scenic and recreational opportunities offered by the coastline are preserved, coastal access, development and uses should protect coastal resources from being overused and degraded.

PARKS AND RECREATIONAL LANDS GOALS, POLICIES AND PROGRAMS

GOAL PR 1: **Provide for an adequate and well-balanced supply of parks and recreational lands to meet the needs of Santa Cruz residents.**

Policies and Programs:

1.1 By 1993, develop an acquisition strategy for parks and recreational lands to expedite the acquisition of suitable park sites, prioritize recommendations in the budgetary process and identify and pursue funds outside of the City for park acquisition. (See policies under L 4.4)

1.2 Establish a standard of 2.0 acres/1000 population for neighborhood and 2.5 acres/1000 for community parks and, where feasible, locate neighborhood parks within a 3/8 mile of the population being served and community parks within 1-1/2 miles. (See policy L 3.6)

1.2.1 Recognizing that 3 acres is a desirable neighborhood park size, evaluate all lands, regardless of size, for their potential development as small parks, community gardens or landscaped lots.

1.2.1.1 For smaller parks, develop design guidelines to ensure a quality park space that fits the needs of the surrounding neighborhood.

1.2.2 Monitor population growth within the City and adjust neighborhood and community parks needs accordingly.

1.2.3 Review, update and, if possible, expand recreational joint usage agreements with the Santa Cruz City School District, private schools and UCSC, and also examine the feasibility of making private parks and recreational areas available for public use. (See policies PR 1.2.8.1, PR 1.2.12, PR 1.2.21, PR 1.2.26)

1.2.4 Where desirable and when feasible, encourage interim or permanent uses of undeveloped lands in public and private ownership for parks, recreation and community garden uses.

Upper Westside Neighborhood Parks:

1.2.5 Pursue acquisition or dedication of park land in the Lower Western Drive and West Escalona Areas and also examine the feasibility of utilizing private open space in the area for public park purposes.

1.2.6 Expand recreational facilities in University Terrace Park.

Lower Westside Neighborhood Parks:

1.2.7 Require adequate park, recreational facility as well as community garden space in conjunction with development of the Westside Lands area. (See policy L 2.2.4)

1.2.8 Reduce park land deficiency in the area from the Circles to West Cliff Drive between Bay and Pelton Streets.

1.2.8.1 Investigate the possibility of developing joint use agreements with Gateway school.

1.2.8.2 Identify and acquire adequate park lands as mitigation for the loss of park land at Neary Lagoon, including possible acquisition of property adjacent to the Popper-Keizer School on California Street, property on Almar and Rankin, and a vacant lot on Dufour Street.

1.2.9 Encourage cooperative development of park and recreational facilities on new and existing industrial sites. (See policy ED 3.5)

Central Core Neighborhood Parks:

1.2.10 Develop a Riverfront Park along the San Lorenzo River at the end of Cathcart Street. (See Downtown Recovery Plan and San Lorenzo River Design Plan.)

1.2.11 Provide adequate parks and recreational facilities in the South-of-Laurel and North River Street areas that relate to anticipated population growth and demographics by requiring new develop-

ment to provide dedications and or in lieu of fees towards the development of these facilities. (See policies L 2.2.2, L 2.2.3, L 3.6.1)

1.2.12 Pursue a joint use agreement with Holy Cross Church for use of recreational facilities.

1.2.13 In conjunction with consideration of a Third Street Realignment, consider that an area along the San Lorenzo River levee be developed to serve as a neighborhood parkland for the Beach Flats area. (See policy L 2.2.1, the San Lorenzo River Design Plan section of Area and Specific Plan Summaries.)

1.2.14 Convert the Carmelita Cottages into a hostel (while maintaining the historic attributes of the Cottages and landscaping) to provide lower-cost visitor accommodations and maintain a long-term lease with the Hostel Society to continue operation of the hostel. (See policy CR 2.1.4)

1.2.14.1 Continue to allow public use of the grounds for passive, day-time recreational activities.

Harvey West Neighborhood Parks:

1.2.15 Encourage cooperative development of park and recreational facilities on new and existing industrial sites. (See policy ED 3.5)

1.2.16 Analyze the feasibility of developing park land in the Ocean St. Extension area.

1.2.17 Improve access (pedestrian, bicycle, automobile) from existing and proposed residential developments to Harvey West park and Pogonip. (See policy L 2.2.6)

1.2.18 Provide for a neighborhood recreation area in conjunction with residential development in the Golf Club Drive area. (See policy L 2.2.6)

Upper Eastside Neighborhood Parks:

1.2.19 Complete acquisition of John Franks park.

1.2.20 Investigate the feasibility of acquiring and developing a neighborhood park site or recreational opportunities in the Carbonera, Branciforte Drive and Goss Street areas, and Emeline/County Health Center areas.

1.2.21 Work with Santa Cruz City Schools to make site modifications to Branciforte Junior High, Harbor High and DeLaveaga School to improve their use as parks and recreational space.

1.2.22 Improve pedestrian access from Prospect Heights to DeLaveaga Park by constructing hiking trails. (See Table PR-11)

Lower Eastside Neighborhood Parks:

1.2.23 Acquire a neighborhood park site in conjunction with the proposed elementary school at the Arana Gulch site. (See policy L 2.2.7)

1.2.24 Renovate Central Park.

Community Parks:

1.2.25 Identify potential sites for providing community park facilities on the west side of Santa Cruz.

1.2.26 Expand joint-use agreements with UCSC for use of soccer fields, the swimming pool, basketball, gymnasiums and volleyball courts.

1.2.27 Pursue physical expansion, facility improvements and improved access to Harvey West Park.

1.2.28 Renovate Lower DeLaveaga Park and investigate the feasibility of improving bicycle access to it.

1.2.29 Improve access and design linkages from surrounding residential developments and Downtown to San Lorenzo Park and the River. (See policy CD 3.4.1)

1.3 Expand the development and use of community gardens and encourage the development of environmentally sensitive community gardening practices by providing educational programs and literature related to composting and pest management. (See policy CF 8.2.9, PR 1.2.1 and PR 1.2.4)

1.3.1 Prepare a program to expand community gardens throughout the City. (See policy PR 1.2.1)

1.3.2 Make necessary improvements to existing City-managed gardens.

1.3.3 Encourage new developments to provide space for community garden areas.

1.4 Maintain and expand City **plaza and promenade** areas to provide recreational enjoyment of the urban environment. (See policy PR 3.7)

1.4.1 Implement enhancements to Pacific Ave and surrounding streets, proposed in the Downtown Recovery and Streetscape Plans, including Scope Park and the Town Clock area. (See policy ED 4.8.3)

1.4.2 Implement the Beach Street Promenade Design Plan and improve pedestrian linkages between West Cliff Drive and the San Lorenzo River. (See policy L 2.2.1)

1.4.3 Develop a significant public plaza in the Downtown Core (preferably on or adjacent to Pacific Avenue) for public gathering and cultural activities. (See policy ED 4.8.3, CR 4.3)

1.4.4 Develop a public space in the Plaza Lane/Cedar Street area. (See policy ED 4.8.3)

1.4.5 Implement the promenade aspects of the San Lorenzo River Design Plan. (See the San Lorenzo River Plan Summary)

1.4.6 Implement long-term use and landscape plans for West Cliff and East Cliff Drives. (See policy PR 1.7.6)

1.5 Work with the County and State to maintain and provide an adequate supply of **regional parks** that are available to residents and visitors to Santa Cruz. (See policy L 3.4.3)

1.5.1 Review and update regional park joint usage agreements with the County of Santa Cruz.

1.6 Where the recreational use of a natural area is deemed suitable and desirable, ensure that the types, location, design and character of the improvements preserve the quality and are compatible with the character of these areas. (See policies under EQ 4.2 and L 3.4.)

1.6.1 Develop recreational opportunities in natural areas consistent with adopted area, specific, management or master plans.

1.7 Develop plans to repair, maintain and maximize public access and enjoyment of recreational areas along the coastline consistent with sound resource conservation principle, safety, and rights of private property owners. (See policies under EQ 4.1, CD 3.4.2, L 3.5.)

1.7.1 Maintain and enhance vehicular, transit, bicycling and pedestrian access to coastal recreation areas and points. (See Maps C-2, 5, 14, and PR-7.)

1.7.1.1 Develop a uniform sign program to promote easier access to coastal recreation areas for all modes of transportation. (See Policy CD 5.3)

1.7.1.2 Expand the use of park-and-ride lots, public transit, shuttle programs, fee and free parking and other mass transit methods to ensure adequate access to beaches and the Wharf. (See policies under C 4.4 and C 6.4.2.)

1.7.1.3 Maintain free bicycle and pedestrian access to the Wharf.

1.7.1.4 Develop plans for improving pedestrian and bike access from the Downtown and other residential neighborhoods and recreational areas to coastal recreation areas. (See policy L 5.6.3)

1.7.1.5 Provide and encourage provision of adequate bike parking at coastal recreation areas along the coast including Natural Bridges, West Cliff Drive pocket beaches, Main Beach, Seabright Beach, and the Yacht Harbor. (See policy C 3.5)

1.7.2 Urge the Port District to maintain and enhance public access and recreational opportunities around the harbor as it redevelops. (See Harbor Access Time Tables submitted in accordance with Coastal Permit #3-82-217 and Santa Cruz Yacht Harbor Plan Summary.)

1.7.2.1 Encourage increased recreational boating opportunities for residents by cooperating with the Port District, Capitola and the County to provide dry storage facilities for small boats and limit coverage of sandy beach areas by permanent recreational facilities.

1.7.3 Prepare and implement a beach management plan for Main and Cowell Beaches that addresses drainage onto the beach, litter control and beach maintenance, lagoon levels at Neary Lagoon, special events coordination, distribution of recreational uses, handicapped areas, and interpretive signs to ensure safe public access and protection of environmentally sensitive areas.

1.7.4 Encourage State Department of Parks and Recreation to maintain and implement plans for Natural Bridges and Twin Lakes State Beaches. (See Area/Specific Plan Summary section.)

1.7.4.1 Maintain the existing level of public access to Seabright (Twin Lakes) Beach, including parking, while limiting or reducing impacts on residential areas and encouraging alternatives to the automobile.

1.7.5 Continue to provide adequate lifeguard services between Cowell Beach and the San Lorenzo River between Memorial Day and Labor Day.

1.7.6 Develop and implement an integrated design, land use, recreation, cliff stabilization, and landscaping plan for West Cliff and East Cliff Drives to enhance public access, safety and recreational enjoyment in these areas. (See policy CD 3.4.3, S 1.2.3 and the Seabright Area Plan Summary)

- Create a continuous pathway along the coast by enhancing physical linkages between West Cliff and East Cliff Drives and the Beach Promenade.

- Lay out criteria for maintaining riprap, protection of paleontological resources and bird nests, and trail maintenance. (See policy S 1.2.3 and policies under CR 1)

- Monitor the beach profile and recreational use of beaches to obtain baseline information for analyzing riprap proposals and their recreational impacts and establish criteria for a maximum permitted coverage of sandy beaches by seawalls. (See policy EQ 4.1.3 and S 1.2.3)

- Analyze facilities and the need for additional or rehabilitation of existing lighting, restroom, drinking fountains, artistic and landscape enhancements, benches, bike parking, directional and interpretive signs, accessways, stairways, overlooks, and improved safety proposals.

- Develop design criteria for shoreline structures (e.g., minimize amount of material and coverage; emphasize use of non-glare, non-reflective, natural or natural-appearing materials, incorporation of access facilities). (See policy EQ 4.1.3 and S 1.2.3)

- Ensure continued monitoring of and possible remedial work for wastewater outfall protective rock (pursuant to Moffatt and Nichol's "Santa Cruz Outfall Monitoring Program").

- Develop locational and non-point source pollutant criteria for dealing with drainage discharges.

- Examine the feasibility of periodic street closure or limiting vehicular access along the length of West Cliff Drive and consider opening up West Cliff Drive between Washington and Beach Streets to bicycles and pedestrians only. (See policy C 3.1.7)

1.7.7 Maintain the existing trail from Frederick Street Park along the bluff to Heritage Landing and through Heritage Landing to the Harbor. Close the gap at 120 Frederick Street by requiring an access easement and also appropriate signing on Frederick Street.

1.7.8 Suitable dredged materials from the San Lorenzo River should be used for beach replenishment, where necessary.

1.7.9 Continue to allow fishing from designated areas of the wharf.

1.7.10 Consider bandstands, temporary event seating, drainage control devices, boardwalks, handicapped ramps, etc., as additional conditionally-permitted uses on beaches.

1.7.11 Establish a Recreation/Waterfront Zone encompassing the portion of the Monterey Bay from the mouth of the San Lorenzo River to Steamer's Lane, from the shore to the kelp line, and provide for management of Municipal Wharf, beach, water activities, parking and recreational activities in a manner that promotes access and protects the Bay. (See policy L 2.2.2, ED 2.4.3, ED 2.4.5)

1.7.12 Continue to use the 1980 Coastal Access: Standards and Recommendations document developed by the Coastal Commission and Conservancy as well as appropriate UBC codes in the planning, design and construction of coastal access facilities.

1.8 Ensure that new development (including additions and remodels) pays for the park land and recreational facility demands created by it. (See also policy L 4.2)

1.8.1 Require park land dedications of suitable recreational land at a ratio of 4.5 acres/1000 population generated by a development project and require that the design of park facilities serve the recreational facility needs of the anticipated population.

1.8.2 An in-lieu fee equal to the dedication and improvement of land may be required where the total land area required falls below three acres.

1.8.3 Consider development of a cost recovery program to mitigate the impacts of nonresidential uses, such as tourism, and commercial and industrial development, on park lands and recreational facilities.

1.8.4 Review and update park dedication requirements and in-lieu fees every five years to reflect existing needs and the cost of providing park lands and recreational facilities.

1.9 Improve park and recreational land maintenance by minimizing impacts upon water resources and wildlife and setting maintenance priorities. (See policy CF 1.6)

1.9.1 Improve energy efficiency in existing parks and recreational lands by continuing to replace existing lighting at all facilities with energy efficient systems. (See policy EQ 1.5)

1.9.2 Conduct landscape water audits for all parks and incorporate results into budgetary decisions for upgrading systems and management of irrigation scheduling. (See policy CF 6.1.7)

1.9.3 Where feasible, plant species that are native, drought-resistant and may be best suited for providing cover and food sources for wildlife and, where appropriate, provide educational signs about water conservation practices and plantings. (See policies under CD 6.2.4)

1.9.4 Phase out the use of synthetic pesticides, herbicides and fungicides by 1997 and minimize the use of disposables and toxic cleaning agents for maintenance activities. (See policy S 6.5)

1.9.5 Make recycling receptacles available at parks and recreational lands throughout the City. (See policy CF 8.2.6.)

1.10 Analyze existing parks, beaches and other recreational areas and develop a program to remodel parks and improve access to them to fit the needs of the neighborhood they serve and ensure they are accessible to the elderly and people with disabilities. (See policy CF 1.4)

1.11 Develop a list of parks and recreational lands where concessions are appropriate and consider the expansion of concessions, in order to help fund maintenance activities.

1.12 Investigate the feasibility of maximizing the use of volunteers/docents, implementing an adopt-a-park program assessment district, or maintenance impact fee for maintenance of recreational lands and facilities.

C. RECREATIONAL FACILITIES

Recreational facilities serve the specific recreational needs and interests of individuals, neighborhoods and the community. These facilities are located on park lands, schools or by themselves, as in the case of the Civic Auditorium. City residents currently have access to a wide variety of recreational facilities including ballfields, basketball courts, tennis courts, children's play areas, swimming pools, golf courses, health clubs, a roller skating rink, the Wharf, the Yacht Harbor, and the Boardwalk.[35] See Table PR-8 for the number, and location of City recreational facilities.

Identifying and accommodating the community's recreational facility needs is a continual process. As the population grows, heavily-used facilities become more severely impacted and new facilities or improvements to existing facilities are required to accommodate demand. Additionally, the recreational interests of the community change and the need to rehabilitate and replace existing facilities occurs through time. To ensure that the desired type, number, quality and appropriate distribution of recreational facility needs are accommodated through 2005, the City will re-evaluate these needs every five years. Needs will be determined by factors such as projected and actual population growth, demographic and recreational trends, current facility usage, neighborhood and community needs assessment surveys and recreational facility standards.[36] (See Table PR-9) Currently identified needs include: acquisition of an adequate community center and meeting rooms, athletic fields, gymnasium, swimming facilities and on-going rehabilitation and replacement of existing facilities.

1. Community Center (20,000 sq.ft) and Meeting Rooms

The Louden Nelson Center is the City's only community center. The Center is open 7 days a week and offers a number of community programs serving seniors, preschoolers, low to middle income groups, teens and the disabled. Organizations and residents throughout the community use the center for meeting space. Few meeting rooms are available for recreational programs, activities and community meetings outside of those provided by the Louden Nelson Community Center. These rooms are also utilized with great intensity and frequency. Demands for community center space and meeting rooms coupled with projected population growth, indicate that the City must make additional community center space and meeting rooms available to City residents. Local hotels and the Coconut Grove also provide meeting and event space for community as well as visitor activities. These facilities are often inadequate for the kinds of meetings and activities that are attracted to Santa Cruz. See the Tourism section of the Economic Development Element for greater detail.

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[35] A number of facilities are made available through joint-use agreements established between the City and Santa Cruz Schools.

[36] The City's recreational facility standards are based upon providing facilities that meet certain size, lighting, and capacity criteria. For example, while the City appears to have sufficient baseball/softball diamonds to meet the projected need, very few of the existing baseball fields are up to the standards necessary for league play (i.e. they are not large enough, no lights, unlevel ground). As a result, the City is found to have a deficiency in baseball fields.

Table PR-8 — City Recreational Facilities

Neighborhood Park Facility	Acreage	Baseball/ Softball Diamond	Basketball (outdoor)	Gym	Play Ground	Tennis	Volley Ball outdoor	Soccer/ Football Field	Swimming Pool	Meeting Rooms	Other
Upper Westside											
Roundtree	.13										
Trescony Park	2.0				1						Picnic areas
University Terrace	8.5		1		1						
Westlake Park	6.0				1						Picnic areas
Mission Hill Junior High;	7.7	2*	3	1*				1*			indoor basketball(1*) /volley-ball(1*)
Westlake Elementary		3	2		1			4			
Subtotal:	**24.3**	**5**	**6**	**1**	**4**			**5**			
Lower Westside											
Bethany Curve	2.6										
Derby Park	3.8				7	2*	1				Picnic areas, restroom, skate-board
Garfield Park	1.8		1		3						Picnic areas, restroom
Natural Bridges Elementary	12.5	2	1	1*	2			2(1*)			indoor basketball(1*) /volley-ball(1*)
Bay View School					2			1			
Subtotal:	**20.7**	**2**	**2**	**1**	**14**	2	**1**	**3**			
Central Core											Picnic area
Beach Flats	.3				1						
Laurel Park	1.0		1		2						Picnic area, restroom
Mission Plaza	1.0										
Neary Lagoon	4.0				1	3.5(2*)					Picnic area, restroom
Raymond-Uhden	.2		1		1						
Rincon Park	.1										
Scope Park	.2										

Neighborhood Park Facility	Acreage	Baseball/ Softball Diamond	Basketball (outdoor)	Gym	Play Ground	Tennis	Volley Ball outdoor	Soccer/ Football Field	Swimming Pool	Meeting Rooms	Other
Santa Cruz High	6.0	3*	2	1*		4*		2(1*)	1*		Restroom, indoor basketball(2*) /volleyball(2*)
Subtotal:	**12.8**	**3**	**4**	**1**	**5**	**7.5**		**2**	**1**		
Upper Eastside											
Grant Park	2.4	1	1		2						Picnic areas, restroom
John Franks	.3				1						Picnic areas
Branciforte Junior High	29.3	4	1	1*	1	2*		4(1*)			indoor basketball(1*) /volley-ball(2*)
Delaveaga Elementary		3			1			2			
Harbor High		3(2*)	1	1*		6*		1*	1*		indoor basketball(1*) /volley-ball(2*)
Subtotal:	**32.0**	**11**	**3**	**2**	**5**	**8**		**7**	**1**		
Lower Eastside											
Central Park	.2										
Eastside Triangle	.2										
Frederick Street Park	4.0				2		1				Picnic area, restroom, skateboard
Mike Fox	1.5				1	3*					Picnic area
Ocean View	2.5		1		2						Picnic area, restroom
Star of the Sea	2.1				1			2		2	Picnic area
Tyrell Park	1.5				1						
Branciforte Elementary	3.8	3	2		1						
Gault Elementary			2		2			1*			Restroom
Subtotal:	**15.8**	**3**	**5**		**10**	**3**	**1**	**3**		**2**	
Total Neighborhood Parks	**105.6**	**24**	**20**	**5**	**38**	**20.5**	**2**	**20**	**2**	**2**	

* = Meets City Recreational Facility Criteria

Community Parks and Facilities	Acreage	Baseball/ Softball Diamond	Basketball (outdoor)	Gym	Play Ground	Tennis	Volley Ball outdoor	Soccer/ Football Field	Swimming Pool	Meeting Rooms	Other
Harvey West	55	6*			2			2*	1*	2	Picnic area, restroom
San Lorenzo Park	13				2						Game tables (4), lawn bowling, picnic area, restroom
Lower Delaveaga	35	2*			3		1			1	
UCSC (limited use)		4	4	2		6		1	1		Restroom
Louden Nelson Center										6+	Restroom
Senior Center											Restroom
Boys & Girls Club											Restroom
Roller Rink											Rollarskating
Civic Auditorium				1*						1	Restroom, indoor basketball(1*) /volleyball(1*)
Total Community Parks and Facilities	**103**	**12**	**4**	**3**	**7**	**6**	**1**	**3**	**2**	**10**	
Regional Parks:											
Upper Delaveaga Park	530										Golf course, rifle & archery range, hiking, picnic area, restroom
Lighthouse Field	35										Trails, beach access, museum, picnic area, restroom
Pogonip	614										
Natural Bridges	65										Restroom
Santa Cruz Yacht Harbor	90										Restroom
Main/Cowell Beach	10										Restroom
Twin Lakes/Seabright Beach	10										Restroom
TOTAL Regional Parks	**1354**										

* = Meets City recreational facility criteria

Table PR-9

Recreation Facility Standards

Activity	National Standards for Recreational Facilities[1]	1990 City Facilities[2]	1990 School Facilities[2,4]	Total New and/or Retrofitted Facilities to Meet City 2005 Needs[5]	Standard for City Recreational Facilities
Baseball/Softball	2 per 5,000	8	7	6	2 per 5,000
Basketball	1 per 5,000	2	5	5	2 per 5,000
Tennis	1 per 2,000	7	12	0 [6]	2 per 5,000
Soccer	1 per 10,000	2	6	2	1 per 5,000
Volleyball	1 per 5,000	2	6	3	1 per 5,000
Swimming Pools	1 per 20,000	1	2 [3]	1	1 per 20,000

[1] National standards are based on the National Recreation and Parks Association and do not necessarily reflect the specific need of the local population.

[2] Schools within the City limits, Santa Cruz High, Harbor High, Branciforte Jr. High, Mission Hill Jr. Hill, Westlake, Natural Bridges, Gault, DeLaveaga, Branciforte Elementary, Bayview.

[3] Both high school swimming pools are available for City use only during the summer.

[4] All facilities included meet current standards for youth or adult league play.

[5] Based on population projection for 2005 of 47,500 people and discussion with the City Parks and Recreation Department. Population does not include UCSC.

[6] Need to replace losses at Neary Lagoon due to waste water treatment plant expansion.

Source: City of Santa Cruz Parks and Recreation Department, 1992

2. Baseball and Athletic Fields

Youth and adult baseball and soccer leagues in the City are currently filled to capacity. The demand for additional leagues indicates a demand for more athletic fields. This demand can be either met by upgrading existing facilities to include adequate restrooms, storage rooms, bleachers, equipment, fencing and lights so they would meet the criteria for league play or to develop new facilities.

3. Gymnasium (10,000 sq.ft)

Santa Cruz basketball and volleyball leagues currently compete with school and Civic Auditorium events for gym times. A majority of league play takes place at school gymnasiums (Natural Bridges School, Branciforte Junior High, Mission Hills Jr. High, Santa Cruz and Harbor High). However, a joint use agreement with the Santa Cruz City School District gives schools scheduling priority over all other non-school uses. The remainder of the league activity takes place at the Civic Auditorium, where special events and concerts have scheduling priority. The demand for additional sports leagues and the difficulty of scheduling league play indicates that an additional gymnasium site is needed to accommodate the community's recreational needs.

4. Swimming Pool

City residents have access to three swimming pools (Harvey West, Santa Cruz High and Harbor High) and limited access to the pool at UCSC. Year-round swim programs are currently offered at Harvey West pool and seasonal programs at Santa Cruz High and Harbor High school. Swimming conditions are often crowded in the City's pools with several groups competing for space. The popularity of swimming and shortage of swim programs also indicates the community's demand for swimming facilities. These needs, together with increased population, indicate that additional pool sites and programs will be needed to accommodate the recreational needs of the community.

RECREATIONAL FACILITIES GOALS, POLICIES AND PROGRAMS

GOAL PR 2: **Ensure that adequate types, numbers and distribution of recreational facilities are available to residents of Santa Cruz.**

Policies and Programs:

2.1 Beginning in 1997, re-evaluate **recreational facility** needs every five years by monitoring population growth, demographic and recreational trends, facility usage, expected life-span, neighborhood and community needs surveys, and recreational facility standards of: Baseball/Softball: 2 per 5,000; Basketball: 2 per 5,000; Tennis: 2 per 5,000; Soccer: 1 per 5,000; Volleyball: 1 per 5,000; and Swimming Pool: 1 per 20,000. (See Table PR-9)

2.2 Inventory all recreational facilities, equipment and fixtures, assign an anticipated life span and prioritize replacement of recreational equipment and fixtures when their lifetime has expired and to make them accessible to persons with disabilities. (See policy CF 1.4)

Community Center and Meeting Rooms:

2.3 Pursue development of community meeting rooms on or adjacent to Frederick Street Park.

2.4 Investigate sites and existing structures for the development of an additional community center.

Baseball and Athletic Fields:

2.5 Examine the feasibility of developing new and/or expanding and refurbishing existing baseball and athletic fields, including those on school sites to meet the needs in Table PR-9. Give priority to upgrading existing baseball and athletic fields in order to correct any deficiencies in facilities.

2.6 Encourage the County to develop baseball and athletic fields in the Live Oak area.

2.7 Consider the development of playing fields on a portion of Lighthouse Field.

Gymnasium:

2.8 Determine the feasibility of expanding or rehabilitating current gymnasiums, including those on school sites to meet the basketball and volleyball needs in Table PR-9.

Pool Facilities:

2.9 Rehabilitate existing facilities at Harvey West Pool

2.10 Develop joint use agreement with the County Parks Department for use of the proposed pool in Live Oak.

D. RECREATIONAL PROGRAMS AND CULTURAL FESTIVITIES

Many recreational programs are sponsored by the City, primarily through its Parks and Recreation Department. These programs are made available to residents and non-residents of all ages and vary with each season. Activities include special and annual events, camps, trips, classes such as art, music, dance, fitness, cooking and a variety of sports programs such as swimming, kayaking, tennis, golf, baseball, basketball and volleyball.

Recreational programs are created to reflect the needs, customs, traditions and interests of the community. Needs are assessed by examining factors such as projected and actual population growth, demographic and recreational trends, current program attendance and participant and community surveys. To ensure that recreational program needs are being met the City re-examines recreational program needs every five years.

The City's cultural festivities and events are extremely varied, offering residents and visitors an opportunity to enjoy many of the unique cultural resources available to the City. Many festivities and events are held seasonally or yearly such as the Fungas Fair, Clam Chowder Cook-Off, and the Fourth of July Celebration. Other cultural events are more impromptu and cater to a variety of individuals within the community. Cultural events are sponsored by the City and private groups and are held at a variety of places such as the Civic Auditorium, Louden Nelson Center, and parks and public spaces in the Downtown. The popularity of various cultural events and festivities throughout the community has made it difficult to find adequate places and times to hold such activities.

Through the Sister Cities program, the City is also engaged in promoting cultural awareness of cities throughout the world. Santa Cruz has cultural exchange programs with Alushta, U.S.S.R; Puerto La Cruz, Venezuela; Santa Cruz de Tenerife, Spain; Sestri Levante, Italy; and Shingu, Japan. The Sister Cities program provides residents with an opportunity to come into contact with these cultures by exchanging children's art and other programs such as planning trips to these various cities and hosting visitors from them.

GOAL PR 3: **Provide and support recreational programs, cultural events and festivities that relate to the diverse needs, customs, traditions, interests, and resources of the community.**

Policies and Programs:

3.1 Conduct a community wide survey every five years to analyze the interests and needs of the community in terms of recreational programs and revise recreational programs to fit them. (See policy CF 3.4.4)

3.2 Evaluate recreational programs at the close of specific programs or events and at the annual summer registration fair to determine program strengths and weaknesses.

3.3 Provide and support recreation and cultural opportunities for all citizens regardless of income and encourage public and private support to provide subsidies for users who cannot afford to participate in recreational programs.

3.3.1 Continue free year-round programs at Laurel Park and Beach Flats for low-income residents.

3.3.2 Continue to evaluate the Subsidy Categorization System to allow basic recreational programs to be provided at a minimal fee and special programs to be provided at a higher fee.

3.4 Continue beach and aquatic safety outreach programs to schools and the Little Guard and Jr. Lifeguard programs.

3.5 Provide recreational programs that focus on community education and awareness, including job development and employment enhancement programs. (See policy ED 1.5)

3.6 Sponsor and encourage private sponsorship of culturally diverse, special and annual events and programs, historic events, joint projects and cultural exchanges that involve and benefit the community and increase public awareness of the City's unique heritage. (See policies under ED 1.6.7, ED 5.5, CR 2.4)

3.6.1 Encourage beach area events to be scheduled in the off-season before Memorial Day and after Labor Day.

3.6.2 Support and expand projects and exchanges with other communities through the Sister Cities Program.

3.6.3 Work to bring the Beach St. revival back to Beach St.

3.7 Plan public spaces, particularly in community focus areas such as the Downtown, Beach and South-of-Laurel Areas in ways allowing for the flexibility to adapt them to special events and community activities. (See policies PR 1.4)

3.7.1 Establish a center for Beach Area activities and events that provides space for event assembly, visitor information, public event security, film-making support and other visitor support activities. (See policy L 2.2.1)

3.7.2 Support community activities and events in the Downtown area such as the Farmer's Market. (See policies under ED 4.8 and the Downtown Recovery Plan Summary.)

3.8 Maximize the use of volunteers in recreational and cultural programs to reduce costs and annually recognize the contribution of volunteers.

3.9 Encourage the public's use of the Temporary Accessible Parking Program (TAPP) for all special events within the City. (See policy CF 1.4)

E. RECREATION CORRIDORS

The City's natural setting has historically made activities such as walking, jogging, hiking, bicycling, skating and even horse back riding extremely popular forms of recreation. These activities usually occur along recreation and transportation corridors such as walkways, bikeways and trails. Recreation corridors enhance the recreational opportunities by providing recreational space and also providing access to and connections between various parks, recreation facilities, natural, coastal recreation and urban areas.

Residential neighborhoods in the City contain perhaps the most important recreational corridors, with sidewalks and bike lanes serving as play areas for children and providing linkages from neighborhoods to parks, schools, bus stops, local services and businesses. More specialized recreational corridors such as promenades and hiking trails provide residents and visitors with an opportunity to enjoy some of the City's unique natural and historic areas. The Beach/Boardwalk, San Lorenzo River, Downtown and West Cliff Drive areas are very heavily used promenades. (See Maps C-3, PR-10 and Table PR-11 for the location of the City's pedestrian ways, bike routes, and trails.)

The City's current network of walkways, bikeways and trails will become increasingly important as the City's population grows, development densities intensify, and as alternatives to automobile travel become more attractive. Expanding and improving the quality of recreation corridors and providing quality links between them and other areas will continue to be important tasks for the City.

MAP PR-10: TRAILS

The City of Santa Cruz, California



N

LEGEND

- PROPOSED PEDESTRIAN BRIDGES
- EXISTING TRAILS
- PROPOSED TRAILS *

Source: City of Santa Cruz Planning Dept., 1992

*The actual configuration of proposed trails may vary due to development patterns and constraints as well as the ability to obtain access easements.

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Table PR-11

Proposed Trails

- Pogonip ➡ Alan Chadwick Student Garden Project (UCS) ➡ UCSC Farm Project ➡ UCSC Arboretum ➡ Eastern branch of Moore Creek ➡ Long Marine Lab ➡ West Cliff Drive ➡ Boardwalk ➡ San Lorenzo Levee Walk ➡ Sycamore Grove ➡ Pogonip
- Wilder Ranch State Park ➡ Natural Bridges ➡ Antonelli Pond ➡ Arroyo Seco ➡ Moore Creek ➡ UCSC ➡ Pogonip ➡ Henry Cowell Park
- Harbor ➡ Twin Lakes/Seabright Beach ➡ East Cliff Drive ➡ Beach and Boardwalk ➡ Lighthouse Field ➡ West Cliff Drive ➡ Natural Bridges ➡ Long Marine Lab ➡ Wilder Ranch State Park
- Frederick St. Park ➡ Harbor ➡ Arana Gulch ➡ DeLaveaga Park
- Pogonip ➡ Harvey West Park
- Develop trail systems within Pogonip and DeLaveaga Park.
- Prospect Heights ▪ DeLaveaga Park

RECREATION CORRIDORS
GOALS, POLICIES AND PROGRAMS

GOAL PR 4: **Establish a City-wide system of pedestrian, bicycling and hiking trails to enhance opportunities for recreational enjoyment.**

Policies and Programs:

4.1 Enhance pedestrian and bicycling paths and activities City-wide. (See policies under goals C 2 and C 3.)

4.2 Develop a system of recreational trails providing access to and connections between the City's various parks, recreation facilities, and natural, coastal and urban areas.

4.2.1 By 1995, develop plans, a time schedule and funding program for implementing the proposed set of recreational trails. (See Table PR-11.)

4.2.2 Determine appropriate uses, location and design of trail systems and recreational corridors to minimize the impact on areas through which they travel.

- Trails should fit the contour of the land and brush removal and/or grading should be minimal or nonexistent.

- Desirable types of recreational activities must be determined and access controlled using turnstiles, crossbars, etc. (to discourage motorized vehicles) where necessary.

- Appropriate signs will be needed to direct uses along recreational corridors.

- Trails, paths and nature walk areas, or portions of these, shall be constructed with gradients that permit at least partial use by wheelchair occupants. Hard surface paths or walks shall be provided to serve buildings and other functional areas. (See policy CF 1.4)

4.2.3 Develop strategies to acquire necessary land for the development of trails. (See policy L 3.3.2)

- Utilize public or quasi-publicly-owned lands for trails (levees, fire trails, reservoirs and power line and other public utility easements) where possible.



- Obtain trail easements through private donations and by public purchase where required for critical links.



- Require trail dedications or easements for new projects located along planned trail routes.

- Utilize roadside improvement funds to develop bicycle and pedestrian trails.

CULTURAL RESOURCES ELEMENT
(Pages 361-374)

A. INTRODUCTION

Much of Santa Cruz' character and appeal stems from its cultural milieu. This milieu is extremely varied, reflecting the variety of people and cultural resources that are part of Santa Cruz life. Archaeologic and historic resources provide a cultural link to the past. They exist as reminders of the City's past and to educate the community about its history and, in the case of historic buildings and landmarks, are a major influence in how the City looks. Art exhibits, plays, dance and musical performances allow individuals and groups throughout the community the freedom of artistic expression and development and also provide entertainment to residents and visitors.

Cultural festivities and events provide Santa Cruzans with opportunities to celebrate themselves and their community giving expression to the unique environment, history, interests, and talents within the community. (See the Recreational Programs and Cultural Festivities section of the Parks and Recreation Element.)

Cultural resources and activities are made available to and enrich residents and visitors through private and public sources. The Cultural Resources Element aims to protect and enhance these resources and is divided into four sections: **Archaeological and Paleontological Resources, Historic and Architectural Resources, Museums, and Visual and Performing Arts**. The following goals outline the direction of this element:

Cultural Resources Goals

GOAL CR1: Ensure the protection and proper disposition of archaeological and paleontological sites to preserve resources important to the community's heritage.

GOAL CR 2: Designate, protect and enhance those structures and landmarks contributing to the cultural, historic and architectural character of Santa Cruz.

GOAL CR 3: Maintain adequate local museum and exhibition facilities.

GOAL CR4: Support and encourage visual and performing arts exhibits, events, festivals and classes throughout the community.

B. ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES

The City's archaeological resources are unique and nonrenewable. Once abundant, much of this resource has been destroyed as a result of land development. However, remaining sites provide the community with a rich and vital link to its Native American, Spanish and Anglo-American heritage and often have a deep spiritual significance to Native Americans.

Until about 150 years ago, Santa Cruz and its surrounding lands were home to Ohlone Indians. Their homelands reached from the San Francisco peninsula and eastern shores of San Francisco Bay, beyond the Santa Cruz Mountains and Monterey to Point Sur. Throughout these lands their imprint remains. Huge mounds of ancient village midden now blend with the gently rolling, oak-studded foothill landscape. Traces of fishing camps are

found where salmon and steelhead were netted as they raced up countless streams in staggering numbers each winter. Outcroppings of bedrock used for grinding the abundant acorns into meal are now hidden beneath grasses and brush where extensive groves of tanoak once grew. The people themselves lie in carefully planned cemeteries beneath today's urban landscape, placed there with reverence and ceremony over the millennia.

The Ohlone people, who once numbered 10,000 or more over their entire land and at least 600 in several villages in and around Santa Cruz, were nearly annihilated under the impact of expanding European cultures during the 18th and 19th centuries. Decimated by non-native diseases, parted from their extended families during mission residence, often hunted for sport or vengeance, the survivors dispersed to the hinterlands of their country. Numerous sites of Native American dwelling and activity have been found in and near the City dating as far back as 8000 BC. The locations and contents of midden deposits indicate that the people moved from one established camp to another on a seasonal basis, taking advantage of both inland and coastal products, and trading outside their territory for traditionally used materials this area lacked.

The Ohlone's preference for campsite locations were repeated by later settlers, who also selected the advantages of adequate water, warm southern exposures, and relatively flat terrain for their initial settlements. Because of this selection process, it is probable that many archaeological sites were obliterated in the process of 19th and 20th century settlement of the City. Today the remains of Ohlone villages lie beneath the houses, street, schools and businesses of Santa Cruz. The destruction of archaeological resources has resulted for the most part from ignorance rather than intent.

Table CR-1

Archaeological Site Numbers and General Description of Location

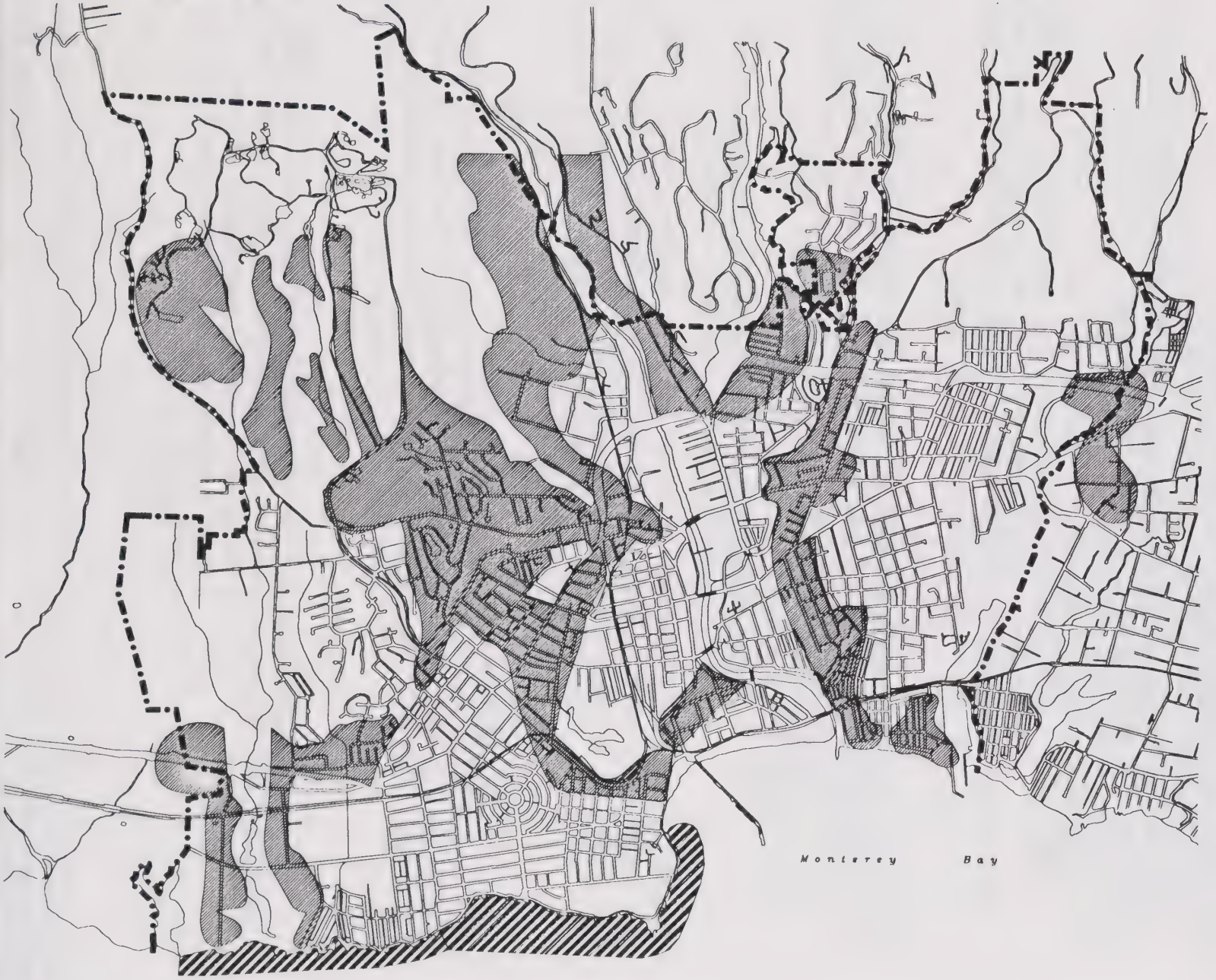
CA-SCR-12	Beach Hill Area
CA-SCR-24	University Heights Area
CA-SCR-25	University Heights Area
CA-SCR-80	Neary Lagoon Area
CA-SCR-87	Neary Lagoon Area
CA-SCR-89	Seabright Area
CA-SCR-93	Neary Lagoon Area
CA-SCR-94	Westlake Area
CA-SCR-106	Pogonip Area
CA-SCR-114	Mission Hill Area
CA-SCR-116	De Laveaga Area
CA-SCR-142	UCSC Area
CA-SCR-181	UCSC Area
CA-SCR-182	UCSC Area
CA-SCR-183	UCSC Area
CA-SCR-184H	UCSC Area
CA-SCR-185H	UCSC Area
CA-SCR-186H	UCSC Area
CA-SCR-187	Seabright Area
CA-SCR-198H	Westlake Area
CA-SCR-210H	East Water Street Area
CA-SCR-212H	Mission Hill Area
CA-SCR-216H	Mission Hill Area
CA-SCR-217H	Mission Hill Area

Source: Archaeolgical Regional Research Center, Cabrillo College, 6500 Soquel Dr., Aptos, CA 95003/(408) 425-6294

Archaeological and paleontological resources are generally not visible until disturbed or destroyed. Even now, local citizens are largely unaware of their existence. To anticipate the possible presence of archeological and paleontological resources, an Archeological and Paleontological Sensitivity map has been developed to show where there exists the possibility for encountering archeological resources. Archaeologically and paleontologically sensitive areas are shown on Map CR-2 and archaeological site numbers on Table CR-1.

MAP CR-2: SENSITIVE ARCHAEOLOGICAL AND PALEONTOLOGICAL AREAS

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department, 1992

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REVISED 18:26 12/28/1992

ARCHEOLOGICAL AND PALEONTOLOGICAL RESOURCES GOALS, POLICIES AND PROGRAMS

GOAL CR1: Ensure the protection and proper disposition of archaeological and paleontological sites to preserve resources important to the community's heritage.

Policies and Programs:

1.1 Support the acquisition and rehabilitation of archaeological sites for cultural and educational uses.

1.1.1 Encourage, assist and recognize the efforts of individuals in the protection of archaeological resources.

1.1.2 Designate the City museum as a repository for archaeological resources. All artifactual materials taken on public lands shall be placed therein and owners of private properties shall be encouraged to donate such materials to the museum.

1.2 Identify sensitive archaeological and paleontological sites early in land-use planning and/or development process so archaeological and paleontological resources can be given consideration during the conceptual design phase of private or public projects. (See Map CR-1 and Table CR-2.)

1.2.1 Update the archaeological paleontological sensitivity map and site information list as information becomes available.

1.2.2 Evaluate the extent of on-site archaeological and paleontological resources through archival research, site surveys and necessary supplemental testing as part of the initial environmental assessment on each potentially significant site. (See also Policy L 1.4.2.)

1.2.2.1 Research and site surveys must be performed by qualified professionals. A written report describing the archeological findings of the research or survey shall be provided to the City and the Archaeological Site Survey Central Coast Counties Regional Office.

1.2.2.2 Each project proponent shall be responsible for all costs associated with secondary identification and testing to determine the existence and extent of archaeological and paleontological resources in accordance with provisions of CEQA guidelines.

1.2.2.3 Costs borne by the City for preliminary surveys on specific parcels will be recovered when building permits are obtained for said parcels.

1.2.3 Develop a mitigation plan for proper site disposition prior to approval of any project that may adversely impact an archaeological site.

1.2.3.1 All reasonable and feasible recommendations as to site disposition (mitigation plan) should be incorporated in information provided by the environmental review process. Mitigation techniques might include site preservation via relocation of project impacts (redesign of project), site preservation via burial of the site; salvage; site supervision during grading and utility trenching.

1.2.3.2 Site preservation should be given the highest feasible priority.

1.2.3.3 The Planning Director will review all reports for recommendations as to site disposition and if, in the opinion of the Planning Director, the recommendations are unusual, disproportionate, or in adequate, he/she may choose to request review and comment by an appropriate advisory group, agency, or expert.

1.2.4 Require consultation of a Native American authority in the identification of burial or most sacred sites and include Native American participation in the development of, and recommendations for, site disposition and mitigation programs.

1.2.4.1 The mitigation plan submitted for a probable burial or sacred site must include Native American observers on site during earth-moving activities and must also reference the disposition of human remains in the case of a discovery.

1.2.5 Develop a mitigation plan for proper site disposition prior to approval of any project that may adversely impact a paleontological site.

1.3 Protect archaeological and paleontological resources after project approval by providing for the evaluation and proper disposition of the resources discovered in the course of a project.

1.3.1 Upon discovery of an archaeological or paleontological resource, work must halt on a project and a mitigation plan be developed to determine the extent and value of the site and its proper disposition, prior to resumption of the project.

1.3.2 Require an archaeological observer on or in the vicinity of known sites for projects involving alterations, reconstruction or a new impact via earth-moving activities and for projects on or in the vicinity of known burial or most sacred sites, require a Native American observer during earth-moving activities.

C. HISTORIC AND ARCHITECTURAL RESOURCES

As one of California's oldest settlements, founded in 1791, Santa Cruz is fortunate that this rich heritage has been partially preserved in the Victorians, octagon buildings and many other historic and architecturally significant structures and areas throughout the City. Today, the resident and visitor to Santa Cruz experiences the City's past through the National, State and local Landmarks throughout the City and especially in the Downtown and Beach areas, including the Giant Dipper, the Carousel, the Boardwalk, the historic Santa Cruz Big Trees Passenger Railroad, the Municipal Wharf, the Mission Adobe, and the town clock. With some care, these resources will continue to influence the City's character.

Early European visitors remarked on the beauty and promise of the Santa Cruz area. Six years after Portola named the City of Santa Cruz in 1769, Father Palou wrote, "This place is fit not only for a town but for a city, without wanting any of the things necessary — with good water, land, pasture, wood and timber just within reach and in great abundance." In 1791, the Santa Cruz Mission, one of California's first mission sites, was established on what is now the Mission Hill area.

Concerned about Russian expansion, the Spanish government established in 1797 a secular community at Santa Cruz to provide a military presence in the area. The Villa de Branciforte was set out on the bluff east of Branciforte Creek, across the San Lorenzo River from the Mission. A few adobes were built along the road, which later became North Branciforte Avenue. Over the years, the Santa Cruz Mission and Branciforte Villa grew into farm and commercial centers.

As Americans moved into Santa Cruz during the 1840's, its pace of life and character began to change noticeably. The focus of the community was no longer the Church or the rancho. New industries were begun and there was regular movement of people and goods into and out of town. By the time of the Mexican-American War in the 1840's, there was a sawmill,

tannery, lime kiln and foundry. Lumbering served the dual purpose of clearing land for agriculture and development, and a wharf was constructed in 1851 to ship lumber.

Industry, residential areas, and commercial businesses along Front Street and Pacific Avenue continued to expand during the later part of the 1800's and by the 1890's, Santa Cruz was a well-established community. Its fame as a seaside resort was widespread and the tourist industry became an important part of the City's economy. Hotels and cottages were built to accommodate a type of tourist who came for weeks at a time and there was an increase in trains coming to the area during the summer months. By the end of the decade Santa Cruz had become perhaps the most popular seaside resort town in the West.

The first decade of the 20th century was an eventful period that saw the population double and diversification of the tourist industry. New housing sprang up near completed streetcar lines and the Coconut Grove/Beach Front area continued to expand. With the coming of the automobile during the 1920's the nature of tourism shifted. Families no longer came for weeks at a time but for a day and tourists began to spend less money in the City, industries suffered and little building occurred.

By the later part of the 1920's, the tourist industry began to adapt to the automobile and the City began to grow again. New housing was constructed mainly on the west side of town and dependence upon the automobile grew. Santa Cruz fared relatively well during the Depression of the 1930's, although the City experienced few changes. City life was quiet during the winter months and robust during the summer with the arrival of thousands of visitors. It was during this period that most of the chicken and flower farms within the City were sold for residential development.

By 1940, the City had developed a wide variety of buildings, which in subsequent decades would be appreciated as historic and architecturally significant buildings. After World War II, Santa Cruz continued to grow but in a more diversified fashion. Major influences on the City's form and character were the growth of government, freeways, urban redevelopment and the arrival of the University of California.

In 1974, the City adopted an Historic Preservation Plan to protect the City's unique historic and architectural resources. The plan established an Historic Preservation Commission and Historic Preservation Ordinance to initiate and oversee preservation activities and assure that the City's architectural resources would not fall prey to development.[37] In 1976 and 1987, the City commissioned a Historic Building Survey to assess historic and architecturally significant structures deserving protection. These inventories identified, analyzed and evaluated approximately 613 structures possessing attributes that were significant to the City's cultural fabric.

The City's historic preservation activities have also led to the establishment of three historic districts. The Downtown Neighborhood Historic District was placed on the National Register in 1989. Two locally designated historic districts exist in the Downtown and

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[37] The Historic Preservation Ordinance sets forth procedures regulating the construction of new buildings in historic districts and the alteration or demolition of historically significant structures. It also enables the City to identify and give special protection to structures, districts, lands and neighborhoods designated as having particular historic, architectural or engineering significance.

Mission Hill districts. Twenty-six locally designated historical landmarks have also been established. (See Maps CR-3 and CD-5.) In 1986, a portion of the downtown commercial area was also placed on the National Register of Historic Places. The 1989 Loma Prieta earthquake resulted in the demolition of approximately 25 of the City's historic buildings, including 10 in the downtown district. As a result, the district designation was removed from the area.

MAP CR-3: HISTORIC DISTRICTS

The City of Santa Cruz, California



N

LEGEND

- CITY HISTORIC DISTRICTS
- NATIONAL HISTORIC DISTRICTS
- PROPOSED HISTORIC DISTRICTS

Source: City of Santa Cruz Planning Department, 1992

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GOAL CR 2: **Designate, protect and enhance those structures and landmarks contributing to the cultural, historic and architectural character of Santa Cruz.**

Policies and Programs:

2.1 Protect and encourage restoration and rehabilitation of historic and architecturally-significant buildings and landmarks. (See policies under CD 3.5.)

2.1.1 Use the provisions of the State Historic Building Code to assist in the renovation of qualified historic buildings and explore funding sources, tax incentives, mutual covenants, protective covenants, building, fire, health and City code modifications and any other methods to help to preserve historic resources.

2.1.2 In retrofitting historic structures, endeavor to preserve original exterior appearance and architecture and if it is not feasible to retain the entire building, encourage or require preservation of the facade of historic buildings. (See policies under CD 3.5, S 2.3, S 2.4)

2.1.3 Identify and designate structures or sites that are landmarks or historic buildings with historic, architectural and/or archaeological significance and worthy or preservation and update the Historic Building Survey and local landmark designations.

2.1.3.1 Encourage and assist property owners to submit applications to qualify appropriate properties and buildings for the National Register of Historic Places and/or the State Landmark Program.

2.1.3.2 Give local landmark status to structures listed on the National Register and State Landmark Program.

2.1.4 Inventory City-owned properties of historic interest and develop and implement plans for their protection, restoration and/or rehabilitation, including but not limited to DeLaveaga Covered Bridge, West Cliff Drive Bridge, Carmelita Cottages, Fire Station #1, City Hall, the Wharf and Plaza Park.

2.1.5 Incorporate, restore and retain historic features (including street furniture, retaining walls and walkways, hitching posts, street lamps, granite curbstones, signs) and vegetation in public rights-of-ways and on publicly-owned property.

2.2 Recognize and protect the City's historic, areas, districts and neighborhoods to enhance the character and quality of life in these areas.

2.2.1 Protect historic districts in the Downtown Neighborhood and Mission Hill through the Historic Preservation Overlay District.

2.2.2 Encourage compatible development within historic districts and on sites outside but immediately adjacent to those boundaries. (See policies CD 3.5.4, ED 5.3.1)

2.2.3 Establish additional historic districts in areas containing clusters of historic buildings, including but not limited to the Ocean View Avenue, Seabright, Beach Hill and South-of-Laurel neighborhoods.

2.3 Ensure that City administrative and review procedures effectively recognize and protect historic and architectural resources and coordinate preservation activities with local, State and federal agencies.

2.3.1 Consider historic preservation in development and enforcement of land-use, building codes, environmental review, and other regulations and ensure that regulations are flexible to maintain viability of preserving historic and architecturally significant buildings. (See policy CR 2.1.2)

2.3.2 Ensure the identification and protection of historic and archaeologic resources affected by redevelopment and public works projects and design projects in a manner that will protect the quality of these resources. (See policies under Goal CR 1)

2.3.3 Encourage City departments to apply for grants, donations, and other revenue sources that will improve public use of historic resources.

2.3.4 Develop design review guidelines for historic landmarks, districts and sites and incorporate these guidelines into the City's Design Review Manual. (See policy CD 3.1.)

2.3.5 Apply for the Certified Local Government Preservation Program.

2.4 Increase public awareness of the City's historic and architectural resources. (See policy ED 1.6.7, ED 5.5, ED 5.6.6, CF 5.2.6.2, PR 3.6)

2.4.1 Publicize tours, workshops, speaking engagements, interpretive displays and programs, festivals, and conferences to educate and promote Santa Cruz' unique heritage on a year-round basis.

2.4.2 Consult with the Historic Preservation Commission on the preparation of interpretive displays and programs for historic resources in

City parks, facilities and streets and maintain and review displays at kiosks on the Municipal Wharf, Downtown and other areas throughout the City.

2.4.3 Preserve the City's public records of historic value, establish a records management program, and develop an ongoing public display area and interpretive program for them. (See policy CF 5.2.6.2)

D. MUSEUMS

Local museums serve as public repositories and offer interpretive exhibits and education programs related to local and non-regional natural, historical and archeological artifacts and also art.

The Santa Cruz City Museum of Natural History, located on East Cliff Drive, provides collections, exhibits and educational programs sponsored by the City, Santa Cruz Museum Association, and community groups. The City museum also maintains the Surfing Museum at Lighthouse Point and exhibit kiosks on the Wharf and other areas throughout the City.

The McPherson Center for Art and History, located on Front Street and jointly operated by the Santa Cruz County Art Museum and Santa Cruz Historical Trust, will provide residents and visitors with a more centralized place to view art exhibits and historical resources. Historical Trust exhibits will focus upon local artifacts pertaining to the History of Santa Cruz County. Art Museum collections and presentations will focus to a large extent upon contemporary art exhibits from out of the area including such art by Wayne Thiebaud, Judy Chicago, David Hockney and Manuel Neri. The Art Museum will also exhibit community art at special exhibitions and through local art sales.

UCSC Long Marine Lab, public libraries, Louden Nelson Community Center, the County Building and other facilities throughout the City and County also provide exhibits featuring the area's natural, historical, archaeological and artistic resources.

MUSEUMS
GOALS, POLICIES AND PROGRAMS

GOAL CR 3: Maintain adequate local museum and exhibition facilities.

Policies and Programs:

3.1 Maintain the City Museum as a key cultural, historical and educational facility, providing collections, exhibits and educational programs focused on the cultural and natural history of the Northern Monterey Bay Region and developing adequate facilities for expanding museum collections, exhibits, and educational programs.

3.1.1 Enhance and expand museum collections in the areas of local paleontology, archaeology, anthropology, plants, animals, and cultural artifacts. (See policy CR 1.1.2)

3.1.2 Expand and improve permanent museum exhibits and create a separate area for special exhibits.

3.1.3 Expand educational programs to meet the needs of local schools, preschools and seniors programs.

3.1.4 Provide assistance to other museum programs in the area as they develop new facilities and programs.

3.2 Evaluate the feasibility and desirability of developing a natural history museum on Pogonip. (See policy L 3.4.1)

3.3 Support local interpretive, exhibition, workshop and educational programs featuring local natural, historical, archaeological and artistic resources and involving community audiences.

E. VISUAL AND PERFORMING ARTS

Numerous artists and over 100 performing arts groups live and perform in Santa Cruz County. Individuals and groups range from aspiring painters, sculptures, musicians, thespian and dance groups to more professional groups such as Tandy Beal and Company and the Santa Cruz Symphony. The Santa Cruz area is also host to a number of visiting artists and yearly performing arts festivals such as Shakespeare Santa Cruz and the Cabrillo Music Festival.

Providing support and recognition for the creative spirit and talents of individuals and groups within the community is an important goal of many residents. Raising community awareness and promoting these artistic exhibits and performances for purposes of community enjoyment is another.

Visual and performing artists are supported by the Santa Cruz Cultural Council and associated agencies such as KUSP, Santa Cruz County Art Museum, the Santa Cruz Art League and the Children's Art Foundation. The Cultural Council and other agencies provide support to community artists by coordinating, publicizing and sponsoring artistic exhibitions and performances, raising money, and providing technical assistance for artists.

Local artistic exhibits and sales occur on an on-going basis at the County Government building, various galleries, studios, and local business and on an occasional basis at UCSC, the McPherson Center for Art and History, Cabrillo College and other areas. Together these facilities provide adequate exhibit sites, although they are not always available and are scattered throughout the County.

Performing arts groups enjoy the same success as local artists and regularly sell out performances. As a result, performing arts venues are normally booked often causing performances to be housed in inadequate spaces. Theaters on the campuses of Cabrillo College and UCSC currently have very limited availability for non-campus productions and the Civic Auditorium is currently inadequate to support a wide-range of performing arts events. The Cultural Council and other local interest groups are evaluating potential sites to develop a new or expand existing performing arts facilities in the City.

GOAL CR4: Support and encourage visual and performing arts exhibits, events, festivals and classes throughout the community.

Policies and Programs:

4.1 Encourage the placement of works of art for public display. (See policy CD 3.8)

4.1.1 By 1993, require a certain percentage of the tax increment funds from the redevelopment district to go towards public art.

4.1.2 Evaluate the establishment of a "percent for art" program whereby significant new construction and remodeling projects contribute to public art.

4.1.3 Encourage the placement of murals throughout the community and develop regulations that view murals as art, and not signs.

4.2 Work with the County, UCSC, the Cultural Council and other local interests in locating sites for a performing arts center and, if at all feasible, locate a performing arts center in the Downtown area. (See policy ED 5.2.6)

4.2.1 Re-evaluate the desirability of fully renovating the Civic Auditorium into a performing arts facility.

4.2.2 Evaluate the feasibility of developing the Del Mar Theater and surrounding area into a community performing art village including a performing arts facility and residential housing.

4.2.3 Identify public funding sources for the renovation or development of a performing arts center.

4.3 Encourage onstreet visual art, dance and theatrical performances especially in the Downtown core. (See policies ED 4.8.3, PR 1.4.3)

4.4 Encourage artistic performances by children and artistic education programs for children.

4.5 Work in cooperation with local groups to provide and promote awareness of visual and performing arts individuals and groups throughout the community.

4.6 Revise zoning regulations to encourage the development of artist studios and artist work/live facilities. (See policy H 3.1.1)

SAFETY ELEMENT
(Pages 375-406)

SAFETY ELEMENT

A. INTRODUCTION

A range of hazards have the potential of affecting City residents. Some of these hazards are natural, such as earthquakes, some are created by human activity, such as hazardous wastes, and others are natural hazards exacerbated by the use of land, such as development within floodplains.

Natural hazards that have affected Santa Cruz in the past and those that may affect it in the future can be identified with a high degree of accuracy. However, the future extent of these hazards is unknown. Flooding, earthquakes, and cliff retreat have all occurred in the City within the past thirty-five years. Until 1989, flooding on the San Lorenzo River had caused the most severe damage in the City. However, the Loma Prieta earthquake changed that history. Although prone to reoccurring droughts, the City will periodically witness flood conditions in the future. The 1989 earthquake will also not be the last major tremblor the City will experience.

The focus of the Safety Element is to minimize human injury, loss of life, property damage, and economic and social dislocation due to natural and human-made hazards. It is organized into seven sections: **Geologic Hazards, Seismic Hazards, Flooding Hazards, Fire Hazards, Police Services, Hazardous Materials, and Emergency Preparedness.** The following goals outline the direction of this element:

Safety Element Goals

GOAL S 1: **Minimize geologic hazards to people and property that result from conditions of the land and human activity.**

GOAL S 2: **Minimize hazards to people and property resulting from seismic activity.**

GOAL S 3 **Minimize risks to residents as a result of flood hazards.**

GOAL S 4: **Provide an adequate level of fire protection and prevention services to minimize the risks from fire.**

GOAL S 5: **Provide a safe and secure environment for people and property in the community by promoting community-oriented policing as the preferred approach to providing law enforcement services.**

GOAL S 6: **Protect City residents and natural resources from the risks inherent in the transport, distribution, use and storage of hazardous materials and reduce the use of toxic materials, to the greatest extent possible, rather than permitting their disposal into the air, water, or land.**

GOAL S 7: **Enhance and improve City disaster planning for earthquakes, flooding, tsunamis, hazardous materials incidents and other hazards.**

B. GEOLOGIC HAZARDS

Geologic hazards are generally divided into two categories: **seismically induced hazards** including ground shaking, surface rupture, and seismically induced ground failure, settlement, landslides and water waves; and **geologic hazards not seismically induced** such as slope instability, cliff retreat and non-seismic settlement and landslides. This section addresses non-seismically induced geologic hazards associated with soil, slope and cliff stability. Seismically-induced hazards are covered in the seismic hazards section of this Element.

Soils, slopes and cliffs are subject to erosion, weathering, groundwater withdrawal and seismic processes causing instability that can damage buildings, threaten lives, and degrade environmental quality. The potential for instability and retreat are determined by soil composition, underlying geology, and existing vegetation. Certain soils and slopes pose greater potential than others for ground failure, landslide and retreat hazards. (See also Soils section of the Environmental Quality Element.)

Local settlement and larger-scale subsidence may occur when soil losses or cohesionless soils such as sand and alluvium exist at shallow depths beneath the ground surface. A frequent factor in subsidence not related to earthquakes is the extensive or prolonged withdrawal of water from underground aquifers. Groundwater pumping is minimal in the City.

Landslides are the rapid downward movement of rock, earth or artificial fill on a slope. Factors causing landsliding include the rock strength and orientation of elements on the slope, erosion, weathering, high rainfall, steepness of slopes, and human activities such as the removal of vegetation and inappropriate grading. The City is not as susceptible to landslides as are the more hilly areas of the County. Landslide deposits and soil creep occur primarily on slopes in the western side of the City near Moore Creek Canyon. Deposits are also found in the upper portions of Arana Gulch and DeLaveaga Park and other isolated locations in the City.

Cliff retreat is the result of hillside or coastal headland erosion by weathering, physical disturbance and, in the case of ocean cliffs, the continuous and forceful actions of waves and tides. In the City, cliff retreat is prevalent along North Pacific Avenue, Chestnut Street and ocean cliffs at West Cliff Drive and Seabright Beach. (See Map S-1).

Surveys and past aerial photos indicate that ocean cliff retreat in the City varies from minimal to three or more inches per year. There are also occasions when large portions of cliff collapse. Variations in this retreat are due to wave action as well as geologic formation. For ocean cliffs in areas where wave action contacts Santa Cruz mudstone formations, there exists a low potential for cliff erosion; where wave action contacts the purisma formation, there exists a moderate potential. Both situations exist along West Cliff and East Cliff Drives from Natural Bridges State Park to Santa Cruz Yacht Harbor.

MAP S-1: CLIFF EROSION

The City of Santa Cruz, California

LEGEND

- SANDY BEACH
- BEACH BACKED BY MARSH
- CLIFF PROTECTED BY BEACH
- UNPROTECTED CLIFF
- CAUTION - MODERATE RISK
- HAZARD - HIGH RISK
- (0) EROSION RATE IN INCHES/ YEAR
- (26) EROSION RATE BEFORE PROTECTION IN INCHES/ YEAR
- RIPRAP
- SEAWALL

N

Source:
Living with the California Coast,
Gary Griggs and Lauret Savoy, editors,
Sponsored by the National Audubon Society,
Duke University Press,
Durham, N. Carolina 1985.



Cliffs backing Seabright Beach were rapidly eroding until harbor construction in 1963. Wide permanent beach now buffers the area.

Low cliffs between Harbor and Soquel Point (Pleasure Point) consist of weak siltstone and sandstone characterized by active erosion. Property, home, and road damage common during severe storms. Much of the public and private property now protected with riprap.

West Cliff Drive subject to intense wave activity. Marine terrace only 25-45 feet high frequently overtopped during storms. Undercut and collapse of bike path and roadway is a recurring problem. Winter 1983 storms produced up to 40 feet of erosion of unconsolidated material lying atop the low bedrock terrace. Severe erosion at west side of Lighthouse Point.

0 1000 FEET

GEOLOGIC HAZARDS
GOALS, POLICIES AND PROGRAMS

GOAL S 1: Minimize geologic hazards to people and property that result from conditions of the land and human activity.

Policies and Programs:

1.1 Control development deemed hazardous due to steep and unstable slopes. (See policy EQ 3.2.)

1.1.1 Require engineering geology reports when, in the opinion of the Planning Director, excavation and grading have the potential to create unstable soil conditions.

1.2 Mitigate hazards posed by cliff retreat. (See policy EQ 3.3)

1.2.1 For development adjacent to cliffs, require setbacks for buildings equal to 50 years of anticipated cliff retreat.

1.2.2 Require site specific geologic investigations for all development within 100 feet of existing coastal bluffs.

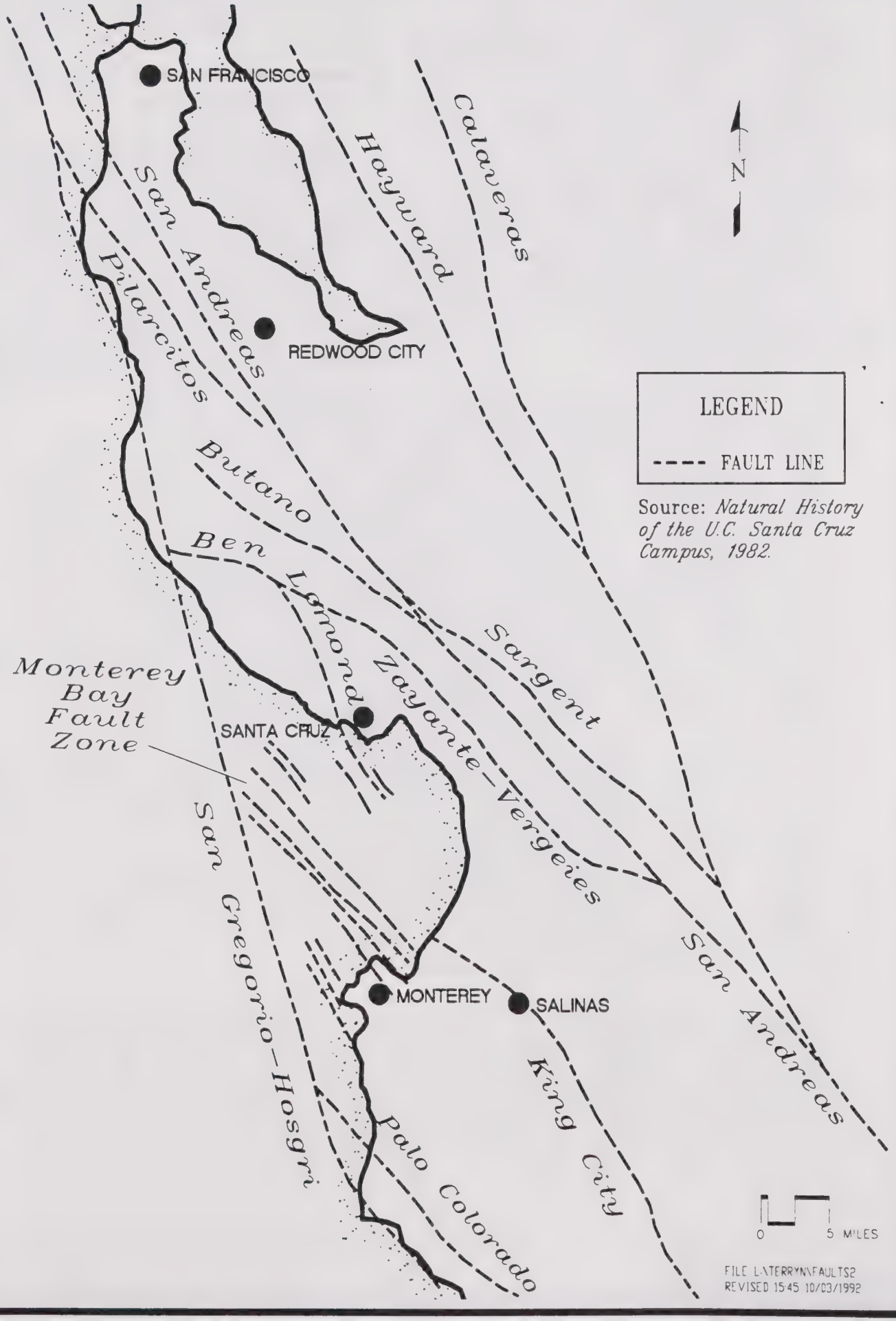
1.2.3 Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. (See policies under EQ 4.1.3, PR 1.7.6)

C. SEISMIC HAZARDS

Earthquakes strike quickly, without warning, and with their secondary effects (landslides, tsunamis, liquefaction), can leave an aftermath of extensive damage, injury, and death. While there are no formally recognized faults within the City, it lies within 15 miles of at least six major seismic faults and fault systems, placing it in an area of high seismic risk. (See Table S-2) Nearby faults include the San Andreas, Zayante, Ben Lomond, San Gregorio, Butano and the Monterey Bay Fault Zone. In addition, the southern ends of the Hayward and Calaveras faults are located approximately 25 miles to the northeast and east (respectively). Several of these faults are considered to be either possibly active (showing signs of recent geological movement, within the last 10,000 years) or probably inactive (movement within the last two million years). However, the Hayward, Calaveras, San Gregorio and San Andreas faults are all considered historically active (movement within the last 200 years).

MAP S-2: REGIONAL EARTHQUAKE FAULTS

The City of Santa Cruz, California



Source: *Natural History of the U.C. Santa Cruz Campus, 1982.*

The City was one of the hardest hit communities in the 7.1 M (Richter magnitude) Loma Prieta earthquake on October 17, 1989. Its epicenter was located approximately 10 miles east of Santa Cruz on the San Andreas fault. Although there were few fatalities, the City suffered substantial damage. In the downtown area, 34 commercial buildings were demolished and many more were damaged. As a result, 206 businesses were dislocated and approximately 1400 jobs lost. Hundreds of residential units suffered chimney failure and other structural damage.

Table S-3

Rossi-Forel
Ground Shaking Intensity Scale

I	**Perceptible**, only by delicate instruments.
II	**Very Slight**, shocks noticed by few persons at rest.
III	**Slight Shock**, of which duration and direction were noted by a number of persons.
IV	**Moderate Shock**, reported by persons in motion; shaking movable objects; cracking of ceiling.
V	**Smart Shock**, generally felt; furniture; some clocks stopped; some sleepers awakened.
VI	**Severe Shock**, general awakening of sleepers; stopping of clocks; some window glass broken.
VII	**Violent Shock**, overturning of loose objects; falling of plaster; striking of church bells; some chimneys fall.
VIII	Fall of chimneys; cracks in the walls of buildings.
IX	Partial or total destruction of some buildings.
X	**Great Disasters** — overturning of rocks, fissures in surface of earth; mountain slides.

Source: Lawson and others, 1908

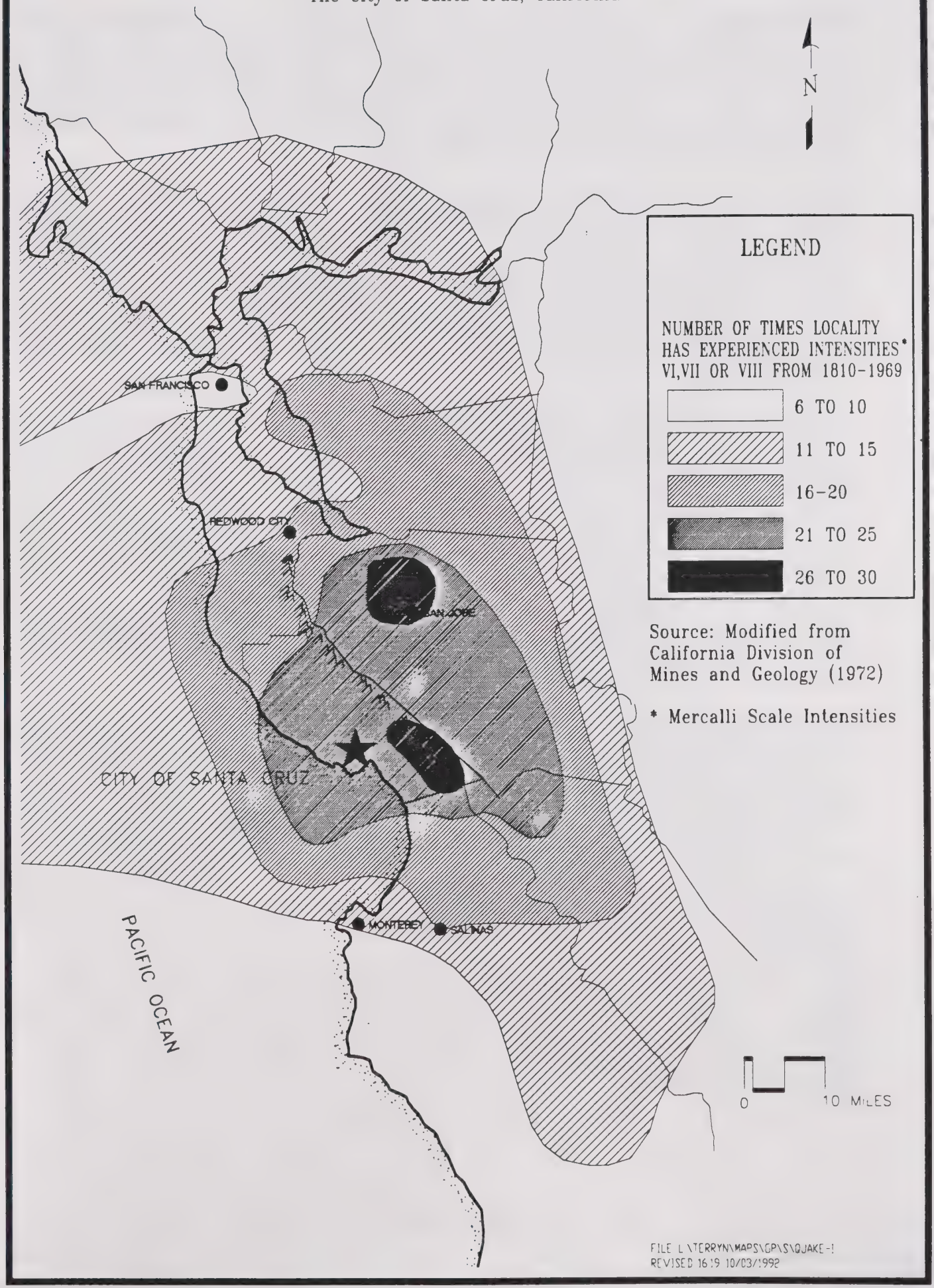
Although the Loma Prieta earthquake destroyed many of the City's seismically hazardous buildings, seismic events will recur and continue to pose a hazard to residents. Based on records from the 1906 San Francisco earthquake, it is estimated that the maximum credible earthquake likely to occur on the San Andreas fault would equal 8.3 M, which represents more than 30 times the energy released by Loma Prieta. This is the highest magnitude earthquake expected in the region, but it is estimated that the Hayward, Calaveras and San Gregorio faults are all capable of generating earthquakes greater than 7.4 M.

Another measure of the strength of an earthquake if the Modified Mercalli Intensity Scale. (See Table S-3 and Map S-4) Rather than measuring the amount of energy released (as does the Richter Scale), the Mercalli Scale measures an earthquake's localized effects. These effects depend not only on distance from the epicenter, but also on the amplitude and frequency of the seismic wave when it reaches a particular location, and on the resulting response of surface soils and the underlying bedrock. Thus, while the Loma Prieta earthquake generated Mercalli intensities of VIII in Santa Cruz and Watsonville, portions of San Francisco and Oakland that were located on very poor foundation soils experienced intensities of IX, nearly 60 miles from the epicenter.

Because earthquakes can cause severe damage over such a long distance, the Santa Cruz area remains at risk from continued seismic activity along the many faults in the region. The reduction of seismic stresses that occurred in the Loma prieta earthquake did nothing to relieve, and possibly increased, stresses within other faults, as well as other sections of the San Andreas fault. As a result, it is expected that Santa Cruz will be subjected to violent, earthquake-induced groundshaking in the future.

MAP S-4: RECCURRENCES OF EARTHQUAKES INTENSITIES* VI-VIII FROM 1810-1969

The City of Santa Cruz, California



1. Effects of Seismic Activity

Ground shaking is the primary cause of damage and injury during earthquakes and can result in surface rupture, liquefaction, landslides, lateral spreading, differential settlement, tsunamis, seiches, building failure, and broken gas and other utility lines causing fire and other problems. Liquefaction, settlement and subsidence are covered here, landslide hazards are covered in the Geologic Hazards section and natural flooding, seiches and tsunamis are covered in the Flooding Hazards section.

The intensity and severity of ground shaking is dependent on the earthquake's magnitude, distance from the epicenter, and underlying soil and rock properties. Areas underlaid by thick, saturated, unconsolidated soils will experience greater shaking motion than areas underlain by firm bedrock. An analysis of the City's geology shows that areas with an alluvium base will likely receive the most intense ground shaking; areas of sedimentary rock and marine terrace deposits will experience less intense ground shaking; and areas composed of metasedimentary and granite rocks will undergo the least intense shaking during earthquakes. (See Map S-5)

Structural failure and fires are the major forms of damage from groundshaking. Most earthquake-induced fires start because of ruptured power lines and gas- or electrically-powered stoves and equipment while structural failure is generally the result of age and type of building construction. Unreinforced masonry (URM) buildings have a history of poor performance in earthquakes. Although not every URM building will collapse, a large number of them will have some degree of major failure. Recognizing the danger posed by seismically hazardous buildings the State enacted the Unreinforced Masonry Law in 1986, requiring identification and mitigation of hazardous unreinforced buildings. Prior to the 1989 earthquake, the City had completed its inventory of such buildings, many of which were subsequently destroyed. The URM inventory was updated after the earthquake and an ordinance passed requiring retrofit of remaining buildings.

Although **surface rupture** may occur anywhere within a fault zone, it will generally occur along a line of previous fracture. The only known possible threat of surface faulting in the City would be from the Ben Lomond Fault which roughly parallels the San Lorenzo River, north of Boulder Creek, and runs southeast to Paradise Park, just north of the City limits. Since, this fault is thought to be inactive, the potential for surface faulting in the City appears to be non-existent.

Liquefaction is the transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. Liquefaction commonly, but not always, leads to ground failure. (See Map S-6 for liquefaction potentials within the City.) Within these areas, liquefaction potential can vary significantly and site-specific analysis is needed to accurately determine liquefaction potential in these areas. For example, detailed geologic investigation of the Neary Lagoon area, designated as having high liquefaction potential, indicates that there are a number of sites with moderate or low liquefaction potential.

MAP S-5: SEISMIC SHAKING

The City of Santa Cruz, California



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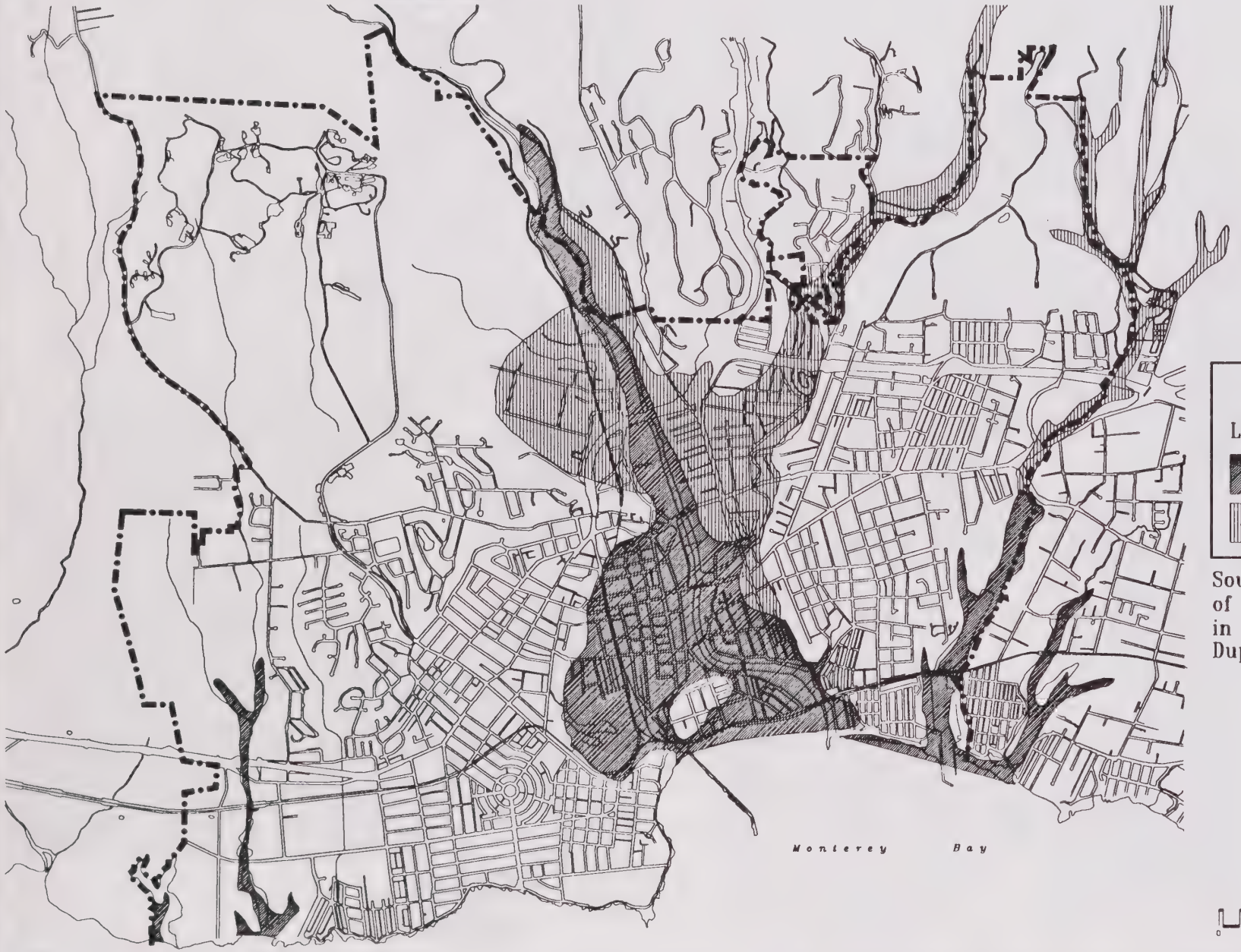
- SUBJECT TO VERY INTENSE SHAKING DURING SEISMIC EVENT
- SUBJECT TO MODERATE INTENSITY SHAKING DURING SEISMIC EVENT
- SUBJECT TO LOW INTENSITY SHAKING DURING SEISMIC EVENT

Source: U.S. Department of the Interior, Geological Survey, Geologic Map, Felton-Santa Cruz Area, 1966.

0 1000 FEET

MAP S-6: LIQUEFACTION POTENTIAL

The City of Santa Cruz, California



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LEGEND

LIQUEFACTION POTENTIAL

HIGH

MODERATELY HIGH

Source: Liquefaction Potential of Quaternary Deposits in Santa Cruz County, Dupre, William, 1975

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During the 1989 earthquake, liquefaction-related ground failure was widespread from Santa Cruz to Salinas in the San Lorenzo, Pajaro and Salinas River areas. These areas are distinguished geologically by the presence of silt and sand and by the presence of shallow ground water. The most widespread damage was to levees of the Pajaro and San Lorenzo rivers, which suffered cracking due to differential settlements and small displacement at many locations of liquefaction.[38]

Lateral spreading is a manifestation of liquefaction that occurs along natural slopes or streams and river banks that are located on the edge of level alluvial deposits (such as along the San Lorenzo River). The lower ground surface in the cut section provides a point of release for the increased pressure of liquefaction. This causes the surface layer to move laterally toward the cut, frequently breaking up into tilted blocks separated by fissures. Prolonged groundshaking, which lengthens the duration of higher groundwater pressure, increases the likelihood of this type of ground failure. Building foundations, underground utilities, and bridge abutments are all highly susceptible to damage from lateral spreading.

Settlement is the rearrangement of loose soil deposits into denser configurations caused by earthquake vibrations. Compaction may be as much as several feet in unconsolidated materials and if settlement depth varies, or is differential, overlying structures may tilt, warp or crack. Differential settlement often occurs in areas affected by liquefaction. In general, the potential for seismically induced differential settlement cannot be evaluated at a specific site, since ground surface settlement might occur over a very large area.

SEISMIC HAZARDS
GOALS, POLICIES AND PROGRAMS

GOAL S 2: Minimize hazards to people and property resulting from seismic activity.

Policies and Programs:

2.1 Require site specific geologic investigations by qualified professionals for residential development of four+ units, and commercial, industrial, public and semi-public development in known potential liquefaction areas and require developments to incorporate the mitigations recommended by the investigations.

2.2 Adopt new State-approved Uniform Building Codes (UBC) and require that all new construction conform with the latest edition of the UBC.

2.3 Complete seismic retrofit of unreinforced masonry buildings within the City by 1995 in accordance with the Uniform Code for the Abatement of Dangerous Buildings.

2.3.1 Strengthen, rather than demolish, buildings of historic or aesthetic value whenever possible. (See policy CD 3.5, CR 2.1.2)

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[38] USGS Circular 1045

2.4 Develop a requirement for earthquake retrofit in connection with repair or alteration work on all types of structures and use the City's Rehabilitation Program to manage such programs, if appropriate. (See policies under CD 3.5, CR 2.1.2)

2.5 When feasible, upgrade sewer, water and other piping, to withstand seismic shaking and differential settlement. (See policy S 7.2.2, S 7.7)

2.6 Examine the feasibility of developing an automatic gas shutoff ordinance for buildings within the City to reduce fire hazards related to seismic shaking.

2.7 Foundations for buildings developed alongside the San Lorenzo River should be set back from the levee to reduce the risk of damage as a result of lateral spreading.

D. FLOODING HAZARDS

Flooding can result from intense rainfall, localized drainage problem, tsunamis and seiches, or failure of flood control or water supply structures such as levees, dams, or reservoirs. Floodwaters can carry large objects downstream with a force to destroy stationary structures, cause drowning, break utility lines and saturate materials and earth which results in instability, collapse, and damage.

1. Flooding

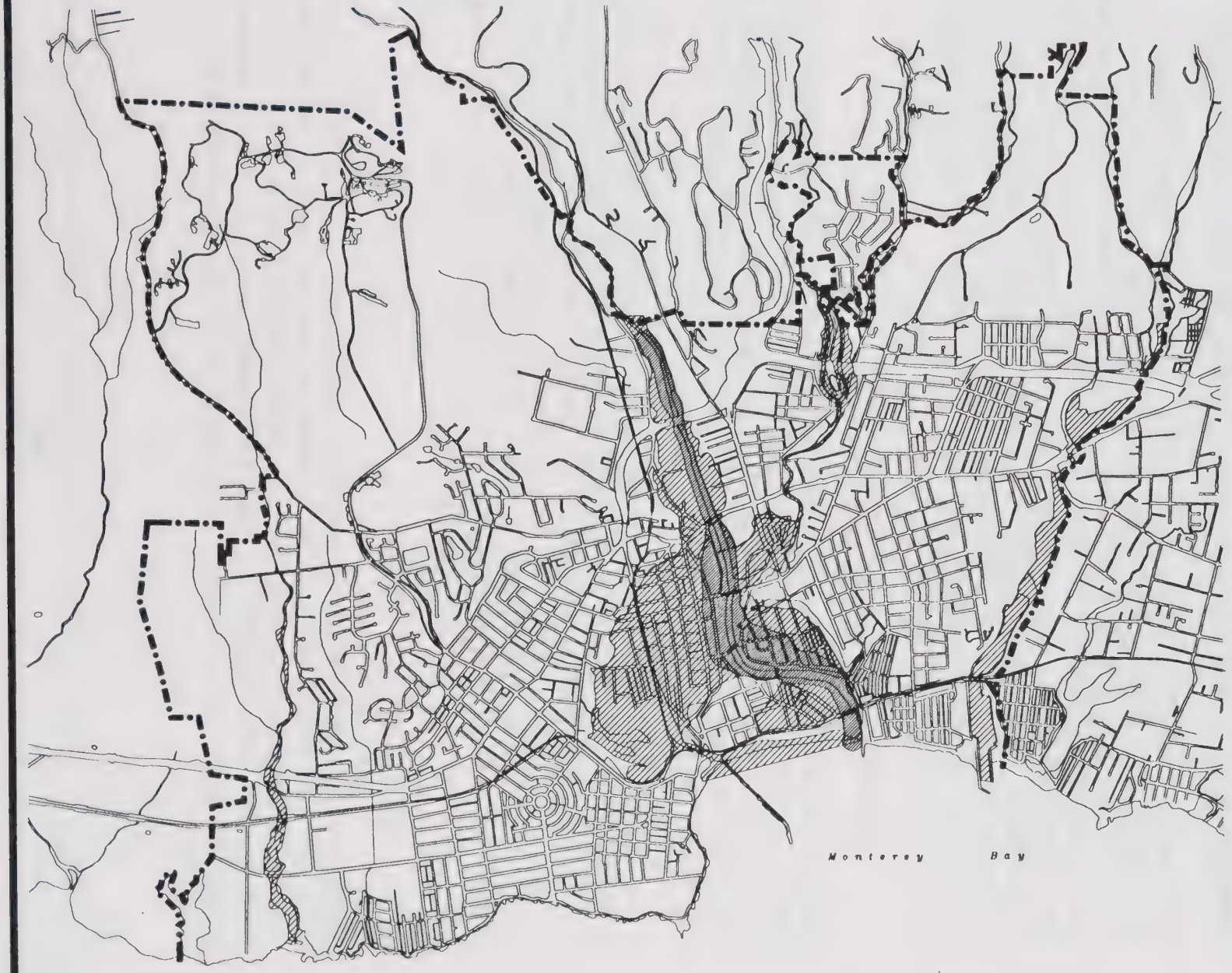
Flooding, as a result of rainfall, is related to the frequency and return period of major rainstorms. Areas subject to natural flooding hazards are designated by the U.S. Corp of Army Engineers at 100-year floodplain boundaries. A 100-year flood has a 1 percent probability of occurring in any year and is considered to be a severe flood, but one with a reasonable possibility of occurrence for purposes of land use planning, property protection and human safety. (See Map S-7 for the City's floodplains.)

Flooding in Santa Cruz has occurred primarily along the San Lorenzo River. The most damaging flood, in 1955, resulted in construction of levees, a floodwall, and channel work along the river and the Branciforte creek tributary. After construction of the flood control project, aggradation of silt in the channel was occurring at a more rapid pace than predicted. By the early 1970's, a large buildup of sediment had occurred and flood protection was threatened.

Following heavy storms in the winter of 1981-82, the City began steps to improve flood protection, safety, appearance and environmental conditions, and recreational value of the river by adopting the River Design and Enhancement plans and conducting extensive hydrologic studies. While the City was spared the disastrous loss of life and property suffered by the rest of the County during the 1982 floods, the lower river nearly flooded, and a portion of the Soquel Avenue Bridge collapsed. In the aftermath, FEMA flood plain regulations were revised to include the downtown commercial core and approximately 10% of the City's housing stock.

MAP S-7: FLOOD PLAINS AND FLOODWAY

The City of Santa Cruz, California



Source: FEMA Flood Plain Maps 1985-1986 and 1989

Hydrological studies have shown that containment of 100-year flood levels within the San Lorenzo River will be possible with replacement of older portions of the Water Street Bridge and construction of a low flood wall adding one to three feet of height to the levees. However, because sections of the River's levees failed during the 1989 earthquake, the Army Corps is studying the levees to determine if additional reinforcement is necessary, delaying implementation of major improvements along the San Lorenzo River until after 1995.

In addition to the San Lorenzo River, a number of areas in the City are subject to periodic flooding. Flooding is a hazard on the lower reaches of Moore Creek where only shallow stream channels are present, the lower portion of Arana Gulch north of the Santa Cruz Yacht Harbor and along portions of Branciforte and Carbonera creeks. Development in these floodplains is strictly limited to reduce potential hazards to people or property.

The lower portions of Branciforte and Carbonera Creeks were channelized as part of the San Lorenzo flood control project. Recent observations suggest that their channel capacity is not adequate to handle high water flows. The Carbonera Creek drainage system includes parts of the developed area of the City of Scotts Valley and, as development increases, peak flows down Carbonera Creek will occur more rapidly and have higher volumes. The ability of Branciforte and Carbonera Creeks to handle a 100-year flood will be reviewed in conjunction with Army Corps evaluations of the San Lorenzo River. Should these studies show that the channels are inadequate, the City will pursue appropriate mitigations to reduce flooding hazards.

2. Tsunamis

Tsunamis are large, successional oceanic waves generated by earthquakes, vertical sea floor faulting, submarine volcanic eruptions or landslides, and travel at speeds up to 450 MPH. Tsunamis may be barely perceptible out at sea, but as they move into shallow water, wave height increases and velocity decreases. Withdrawal of the sea frequently precedes the arrival of a tsunami, but not always.

Tsunamis cannot be prevented and are capable of causing massive destruction. The City is susceptible to tsunami inundation primarily in coastal areas and along coastal water-courses at lower elevations. (See Map S-8.) Tsunamis affecting the City would probably be generated in South America or Alaska, although it is possible for local waves to be produced by off-shore earthquakes or slides. The National Oceanic and Atmospheric Administration operates a warning system giving several hours notice to allow evacuation of threatened areas and prevent injuries and loss of life.

3. Seiches

Seiches are large waves that occur in confined bodies of water such as lakes, reservoirs or bays. They are mostly the result of winds, current, or tides, but may be generated by seismic shaking, lake bottom movement or displacement, or landslides into the water. The oscillating movement of seiches can affect developments in close proximity to the shoreline and can cause overtopping or actual dam breakage, resulting in inundation of downstream development.

MAP S-8: TSUNAMI INUNDATION AREAS

The City of Santa Cruz, California



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TSUNAMI INUNDATION AREAS

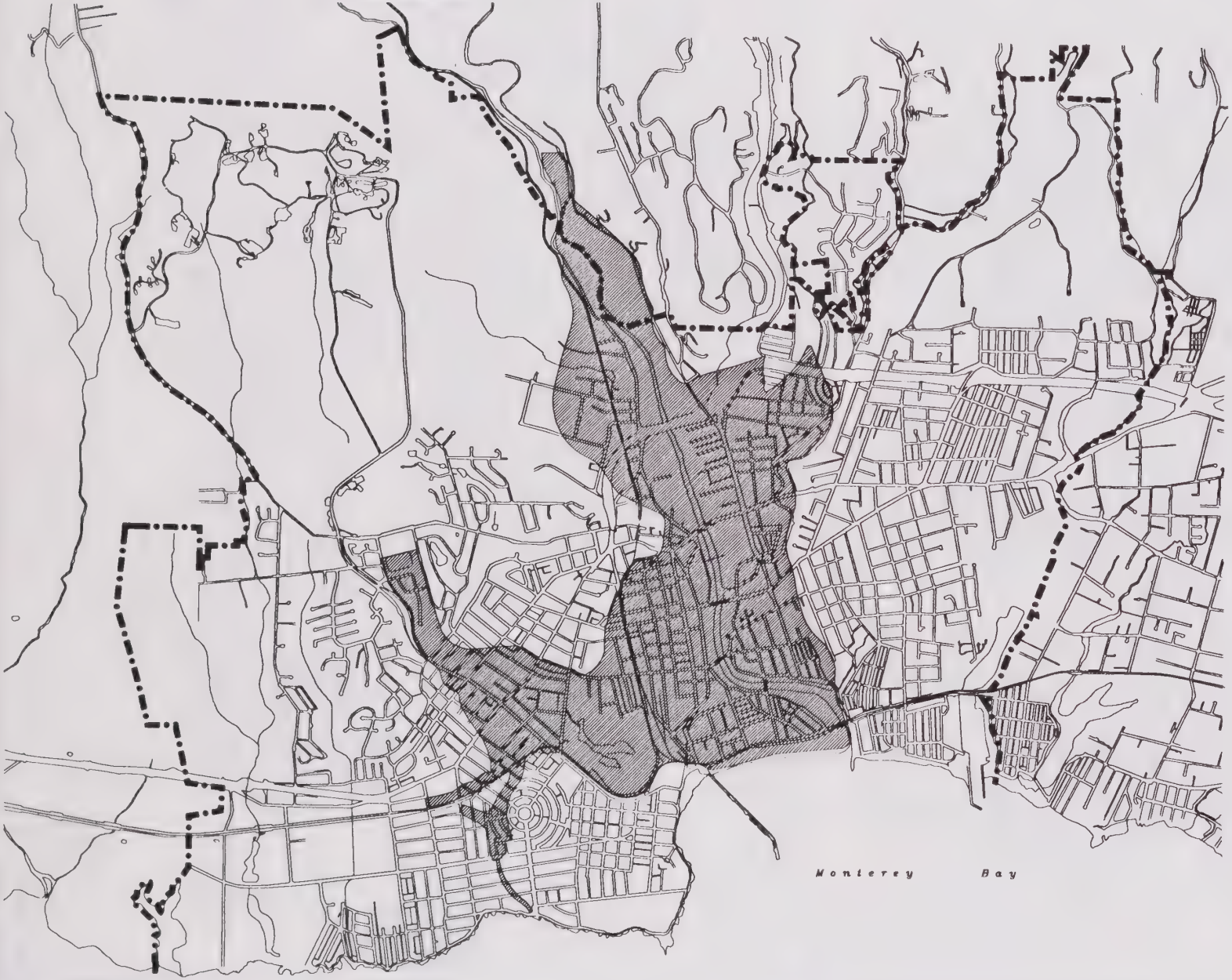
CITY LIMITS

SOURCE: USGS, Areas of Potential Inundation by Tsunamis in the San Francisco Bay Region, 1972.

0 1000 FEET

MAP S-9: DAM FAILURE INUNDATION AREAS

The City of Santa Cruz, California



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DAM FAILURE INUNDATION AREAS

Source: City of Santa Cruz Planning Department, 1992

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The Bay Street Reservoir, Newell Creek Dam and the Santa Cruz Yacht Harbor are the principal bodies of water subject to seiches that might pose a hazard to City residents. Since the Bay Street reservoir is enclosed and Newell Creek Dam is far from the City, seiche hazards are related to dam failure potential. Seiches in the Yacht Harbor represent a threat primarily to the boats and docking facilities since the majority of the developed areas around the Harbor are at higher elevations.

4. Dam Failure

Dam failure can occur as a result of earthquakes, seiches, structural instability, or intense rain in excess of design capacity. The risk of dam failure in the Bay Street reservoir and Newell Creek Dam is unlikely, except in the event of earthquakes or seiches. These reservoirs are monitored monthly for hydrology deviation, and semi-annually for bending, twisting and uplifting, in accordance with California Division of Safety of Dams requirements. Map S-9 shows areas subject to inundation in the event of dam failure.

FLOODING HAZARDS
GOALS, POLICIES AND PROGRAMS

GOAL S 3 Minimize risks to residents as a result of flood hazards.

Policies and Programs:

3.1 Regulate development in flood plains and increase public awareness of flood hazards to reduce risk to life and property. See Map S-7.

3.1.1 Restrict or prohibit uses in undeveloped flood areas and maintain flood plain and floodway regulations in developed flood areas. (See policy L 1.4.3, L 3.2)

3.1.2 Minimize the alteration of natural flood plains, stream channels and natural protective barriers that accommodate or channel floodwaters. (See policy EQ 4.2.6)

3.1.3 Control filling, grading, dredging, and other development that may increase flood potential.

3.1.4 Ensure that flood information is made available to property owners, potential buyers, and residents living in flood plains and coastal inundation areas and that they are encouraged to participate in the Federal Flood Insurance Program.

3.2 Utilize the Emergency Broadcasting System and develop patrol activities to ensure early warning for evacuation of areas susceptible to natural flooding, tsunami inundation, seiches or dam failure.

3.2.1 Institute a flood warning system for developed areas in floodplains, tsunami inundation areas and affected by Bay Street reservoir and Newell Creek dam failure.

3.2.2 Periodically review evacuation plans for flooding, potential dam failures and tsunami inundation areas.

3.2.3 Initiate bridge patrol activities at the time of early flood warning to prevent debris build-up at San Lorenzo River bridge locations.

3.3 Provide for 100-year flood protection in the San Lorenzo River levee system to allow for the removal of the river and adjacent areas from FEMA flood plain and flood way designation. (See policy CF 9.4, San Lorenzo River Design and Enhancement Plan Summary.)

3.3.1 Make necessary improvements to Water Street Bridge.

3.3.2 Construct a low flood wall adding 1 to 3 feet to the levees and also identify and proceed with necessary levee reinforcements.

3.3.3 Follow San Lorenzo River Enhancement Plan recommendations to minimize or avoid need for sediment dredging. (See policy PR 1.7.9, Area/Special Plan Summary)

3.4 In conjunction with the San Lorenzo River studies, re-evaluate flood potentials along Branciforte and Carbonera Creeks and if flooding potentials have increased, devise a set of measures to reduce flooding hazards in areas that will be affected by them. (See policy CF 9.7)

3.5 Review the City's land use plan and consider developing a contingency plan to address possible changes for development in low-lying areas that may be flooded by an increase in sea levels and storm violence due to global warming.

E. FIRE HAZARDS

City residents are exposed to both urban and wildfire hazards. Urban fires include buildings, rubbish, automobile and small-scale grass fires while wildfires include large-scale brush and grass fires in undeveloped areas of the City. These hazards can be the result of natural processes, intentional or accidental actions of humans.

1. Urban Fires

The proximity of people and structures makes urban fires a serious threat to life and property. The location, size and spread of these fires is fairly unpredictable. However, certain types of structures such as multiple family dwellings, commercial and industrial structures containing combustible and toxic materials, older structures lacking modern safety

features, public assembly buildings and institutions, high-rise buildings and shopping centers, pose greater threats than others.

Many buildings within the City present potential fire hazards due to age, substandard construction, overcrowding and use. Population growth necessitates the need for greater protection and prevention measures to reduce potential hazards within heavily populated areas. For this reason, prevention programs such as hazardous building abatement, fire sprinkler systems and early warning systems are essential to reducing hazards. Ensuring adequate access to all structures on a site is also necessary.

2. Wildfires

Wildfires are usually caused by human activities such as equipment use and smoking, and can result in loss of valuable wildlife habitats, soil erosion and damage to life and property. Once a wildland fire has been ignited, it is affected by three factors: type and amount of vegetation, climate and topography. Certain areas of the City pose serious wildfire hazards due to type of vegetation, vegetation build-up and topographic conditions. (See Table S-10 and Map S-11)

Different vegetation types have varying potential for conflagration. Some brush species, particularly chaparral, are extremely combustible. Grass, woodland and forest vegetation do not pose as great a hazard. Grass, although quick to ignite, burns at a low temperature and is relatively easy to suppress if the area is accessible to fire fighters. Likewise, woodlands are not especially hazardous because of height of branches and increased humidity, coolness and other microclimatic conditions underneath the crown canopy. Increases in slope generally tend to increase the rate of fire spread. Steep slopes (over 30%) are also less accessible to firefighters. The simultaneous occurrence of flammable chaparral and slopes within the City leads to a highly dangerous fire condition in some areas.

Table S-10

Combustible Shrub Types
in the City of Santa Cruz

Very Combustible — These species have a high oil content and will burn rapidly, producing an intense heat:

Black sage
California yerba santa
Chamise
Coastal sagebrush
Coffeeberry
Coyote brush
Huckleberry
Manzanita
Mountain mahogany
Poison Oak
Red-berried buckthorn
Scotch broom
Scrub Oak
Sticky Monkeyflower
Toyon or Christmas berry

Less Combustible — These species have a lower oil content, but are easily ignited; will burn rapidly and produce a high heat.

Bush poppy
California blackberry
California wild rose
Canyon gooseberry
Chaparral pea
Creambush
Elderberry

MAP S-11: FIRE HAZARD AREAS

The City of Santa Cruz, California



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LEGEND

FIRE HAZARD AREA

EXTREME FIRE HAZARD AREA

Source: City of Santa Cruz Fire Department, 1992

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Climatic conditions including wind, humidity and precipitation also determine the severity of fire hazards. Late August and September in Santa Cruz are periods when local vegetation has received minimal moisture. High southwesterly winds are also common during this part of the year creating conditions highly conducive to serious fires. Of particular danger are winds sweeping up the canyons on the City's western side. Here the combination of dry vegetation, slopes and canyons create extremely dangerous fire hazards along the immediate edge of the canyons.

3. Fire Protection

The City Fire Department provides fire protection services for all areas within the City limits and works with the County fire districts, UCSC and California Department of Forestry to provide fire protection to areas surrounding the City. The City Fire Department also sponsors education and prevention programs such as hazardous building abatement and sprinkler system requirements.

Between 1975 and 1988, the number of Fire Department responses increased by 351%. In 1990, the Fire Department had a ratio of .8 active Fire Department personnel per 1000 people (40 firefighters for a population of 49,711), and average response time was three minutes. The Department operates from three fire stations — the downtown station and stations to the east and west of the San Lorenzo River.

Increases in residential and tourist populations and other factors will result in increased service demands through 2005. Maintaining well-trained firefighting staff and adequate equipment, response times and fire flow (ability to deliver a specific amount of water) will be essential to providing adequate fire protection and prevention services. As the City's population grows, the Fire Department will evaluate fire service needs such as staff, stations and equipment to accommodate these increased service demands.

FIRE HAZARDS
GOALS, POLICIES AND PROGRAMS

GOAL S 4: Provide an adequate level of fire protection and prevention services to minimize the risks from fire.

Policies and Programs:

4.1 Ensure that adequate firefighting and prevention staffing, facilities and programs are provided to meet the needs of the City's population.

4.1.1 By 1993, evaluate fire service and prevention needs such as stations, staff and equipment relating to the City's land use and circulation plans, and ensure that and new equipment meets height requirements necessary in the Downtown.

4.1.2 Ensure department readiness through ongoing equipment maintenance and personnel training programs.

4.2 Establish fire response time and water flow goals of:

- Commercial — three-minute response time, 1,500 gallons of water per minute;
- Industrial — four-minute response time, 1,500 gallons of water per minute;
- Residential — three-minute response time, 1,000 gallons of water per minute;

and ensure that water systems, extended or modified to serve a new land use or change in land use are designed to meet them.

4.3 Minimize wildfire hazards by regulating development in and adjacent to areas with steep canyons and arroyos and fire-prone vegetation.

4.3.1 Where preservation of fire-prone vegetation in undeveloped areas is desirable and appropriate, require development setbacks as determined by the Fire Department on a project-by-project basis.

4.3.2 Require new development in areas susceptible to wildfires to be responsible for fire prevention activities (e.g., visible house numbering, use of fire-resistant and fire-retardant building and landscape materials) and to also provide a zone to inhibit the spread of wildfires such as an irrigated greenbelt, street, or fuel modification zone.

4.3.3 In no case shall a roadway in the wildfire hazard area be less than 20 feet wide (with the exception of unpaved clear zones and occasional turnouts) and determination of the width of an all-weather surface shall be made at the time of project approval.

4.3.4 All access roads and driveways shall be maintained to ensure the Fire Department safe and expedient passage at all times.

4.4 Inspect buildings susceptible to fire damage and abate hazardous conditions when found. Structures should be allowed to remain as is, if their occupancy is significantly reduced or their use is made less critical and also, where feasible, buildings of historic or aesthetic value should be rehabilitated rather than demolished.

4.5 Ensure that new developments allow fire equipment adequate access to all structures on a site.

4.6 Promote the installation of built-in fire extinguishing systems and early warning fire alarm systems and maintain staffing levels to allow for timely inspection and testing of these systems.

4.7 Work with law enforcement agencies to investigate all fires for cause and origin and, where possible, implement new codes, regulations and ordinances to improve fire safety.

4.8 Develop cooperative fire protection services with UCSC, the County fire districts and the California Department of Forestry.

4.9 Conduct and encourage fire safety and fire prevention programs for the school district, high occupancy institutional uses, and commercial and industrial occupancies.

4.10 Discourage the location of public facilities (other than those associated with open space uses) and above-ground utilities in high or extreme fire hazard areas. When unavoidable, special precautions shall be taken to ensure an acceptable level of risk and uninterrupted operation of these facilities.

F. POLICE SERVICES

Residents of Santa Cruz desire a community-oriented approach to policing that also provides reasonable safety from crime and social disorder. The City Police Department provides crime protection and prevention activities and aims to foster a partnership between citizens and their police officers using a three-pronged strategy to solve crime problems: enforcement, education and treatment. Additionally, a civilian police review commission has been established to evaluate police activities. From 1980 to 1990 the City experienced a 5% decrease in serious felonies, and an 82% increase in lesser felonies and misdemeanors. Calls for police service increased by 130%, while the number of employees increased by 35%. Increased law enforcement is the primary reason for the increase in service calls and misdemeanor and lesser felony charges within the City. However, increased population as well as narcotic problems have also attributed to these increased rates.

The Police Department works out of one station located at City Hall. In 1990, the Police Department had a ratio of 2.17 police employees per 1000 population. Average response times were 4.7 minutes for in progress and emergency calls, 7.4 minutes for just-occurred or recent calls and 9.3 minutes for cold calls. Increased law enforcement activity and population growth have decreased Police Department service levels, indicating that increases in residential and tourist populations through the year 2005 will result in the need for maintaining adequate levels of well-trained personnel, stations and equipment to meet these demands.

POLICE SERVICES
GOALS, POLICIES AND PROGRAMS

GOAL S 5: Provide a safe and secure environment for people and property in the community by promoting community-oriented policing as the preferred approach to providing law enforcement services.

Policies and Programs:

5.1 Ensure that adequate police facilities and well-trained staff exist to respond to community needs and emergency incidents and to identify problems relating to public safety and develop strategies to solve them, thus reducing the calls for service.

5.1.1 By 1993, determine appropriate police staff, station, equipment and training needed to meet the demands of increased population and tourism and emphasize community-oriented policing.

5.1.2 Evaluate implementation of a police service impact fee for new development to contribute to expanded service needs generated by it. (See policy L 4.2.3)

5.1.3 Streamline administrative tasks to maximize the amount of time available for other activities such as preventive patrol.

5.1.4 Identify means of measuring citizen satisfaction with police services and develop a process for handling complaints and inquiries and improving service.

5.2 Provide rapid and timely response to all emergencies and services by maintaining police response time goals of: in-progress/emergency calls — 4.5 minutes; recent/just-occurred calls — 7.5 minutes; cold calls — 9.0 minutes.

5.3 Utilize the civilian police review commission to evaluate law enforcement activities and also to identify community problems, drawing upon every resource needed to solve them.

5.3.1 Develop daily direct contact between citizens and police officers by assignment of police beats to ensure the development of mutual trust, decentralized and personalized service.

5.4 Provide on-scene crisis intervention and conflict management services and participate in the development of programs aimed at the prevention of traumatic crimes and violence.

5.4.1 Train officers in personal and interpersonal conflict resolution and maintain a current list of community referral agencies.

5.4.2 Enhance response to and prevention of domestic violence.

5.4.3 Continue the Sexual Assault Response Team program.

5.5 Promote crime prevention through the development of neighborhood-based crime prevention activities and a "defensible space" concept.

5.5.1 Promote the proprietary interest of residents in neighborhood or apartment complexes and encourage the identification of suspicious happenings or persons (in part by increasing recognition of neighbors). (See policy CD 4.1)

5.5.2 Make it evident to potential criminals that they could be observed and very likely be apprehended.

5.5.3 Work with the Planning Department to develop site and building design guidelines that create defensible space in residential, industrial, commercial and recreational areas and incorporate these into the City's design review manual (See policy CD 3.1.)

5.5.4 Identify geographical areas or population groups experiencing noticeable crime victimization and improve crime prevention efforts by committing necessary available resources to these areas or groups.

5.5.4.1 Maintain a Beach Area program designed to minimize crime during summer months.

5.6 Enhance programs designed to reinforce positive juvenile behavior and prevent juvenile delinquency. (See policy CF 3.4.5.)

5.6.1 Provide diversion programs and referrals for juvenile offenders and monitor repeat juvenile offenders and identify them to the proper authorities such as juvenile probation and the juvenile court system.

5.6.2 Evaluate the potential for a Police Athletic League to allow further police/juvenile interaction to offer a positive action alternative to children and also promote the development of neighborhood recreation and after-school activities.

5.7 Enhance programs designed to prevent and reduce drug and alcohol abuse.

5.7.1 Work with Santa Cruz City Schools and private schools to provide drug prevention and education programs to children in the community.

5.7.2 Enhance the successful detection, apprehension, rehabilitation, and prevention of persons driving under the influence of alcohol/drugs.

5.8 Provide investigative services directed toward successful prosecution and conviction of criminal offenders and monitor the effectiveness of the program making adjustments whenever necessary.

5.8.1 Identify evolving or existing crime patterns, particularly those involving career criminals and gang activity.

5.8.2 Investigate all reported felony crimes where solvability factors are sufficient to warrant such an investigation and provide for quality

preliminary investigations that will enhance the success of follow-up investigation and subsequent court presentation.

5.8.3 Improve the investigator/victim/witness relationship and also maintain a cooperative liaison with the prosecuting attorney.

5.8.4 Enhance the Police Department's crime scene investigation ability by the assignment of civilian employee(s) for this service.

5.9 Continue to respond to community service and special assistance calls (e.g., lockouts, water evacuations, emergency transportation) and aid those who cannot care for themselves (intoxicated, addicted, mentally ill, physically disabled, the young, the old).

5.10 Coordinate law enforcement planning with local, regional, state and federal agencies and private security companies.

5.10.1 Participate in multi-jurisdictional crime suppression units with emphasis on career criminal apprehension to reduce the number of victims in the City.

5.10.2 Establish and maintain agreements for mutual aid situations and train in mutual aid procedures.

G. HAZARDOUS MATERIALS

Hazardous materials pose a variety of dangers to public health and welfare and include toxic metals, chemicals and gases, flammable and/or explosive liquids and solids, corrosive materials, infectious substances, and radioactive materials. The transport, distribution and storage of these materials is a concern of Santa Cruz residents. The City's Hazardous Materials Ordinance (86-23) regulates and enforces the proper storage and handling of hazardous materials. The City Fire Department works in conjunction with County Environmental Health in responding to reports of hazardous materials spills and accidents and enforcing hazardous materials regulations.

HAZARDOUS MATERIALS GOALS, POLICIES AND PROGRAMS

GOAL S 6: Protect City residents and natural resources from the risks inherent in the transport, distribution, use and storage of hazardous materials and reduce the use of toxic materials, to the greatest extent possible, rather than permitting their disposal into the air, water, or land.

Policies and Programs:

6.1 Require proper storage and disposal of hazardous wastes to prevent leakage, potential explosions, fires, or escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances. (See policy EQ 2.6.1)

6.1.1 Work with the Environmental Health Services, the County and other groups in the adoption, implementation and updates of a county-wide Hazardous Waste Management Plan and Joint County Hazardous Materials Ocean Response Plan. (See policy EQ 2.1.2)

6.1.2 Implement a program to ensure proper disposal of Household Hazardous Waste. (See policy CF 8.2.12.)

6.1.2.1 Utilize a load-checking program to keep illegally disposed wastes from jeopardizing the landfill and ensuring they are properly disposed.

6.1.2.2 Establish a permanent Hazardous Household Wastes facility for City residents to dispose materials in a safe and legal manner, and allow for temporary drop-off programs until a permanent facility is available.

6.1.2.3 Encourage the formation of an exchange program for households and businesses to utilize unwanted Hazardous Household Wastes.

6.1.2.4 Develop a program for recycling household batteries.

6.1.3 Enforce zoning regulations regarding siting and permitting businesses that handle hazardous materials and ensure that hazardous materials used in business and industry are properly handled and that information on their handling and use is available to fire protection and other safety agencies. (See policies EQ 1.2.2 and EQ 1.3.2)

6.1.3.1 Review and, if necessary, update procedures for land uses that handle, store, or transport lead, mercury, vinyl chloride, benzene, asbestos, beryllium, or other hazardous materials.

6.2 Train necessary personnel to ensure that adequate resources providing quick and proper response to hazardous-waste emergencies are available.

6.3 Establish guidelines for hours, methods, routes, and amounts of hazardous waste being transported through the City. (See policy C 5.7)

6.4 Monitor the City's agreement with the County for administration and enforcement of hazardous materials regulations and make recommendations for changes as needed.

6.5 Phase out synthetic fertilizers, hazardous household wastes, toxic cleaning agents, herbicide and pesticides sales and use in City maintenance activities by 1995. Work to phase out the use of these materials by residences, businesses, agriculture and community gardens by 2000 to protect environmental quality. (See policy CF 1.6, PR 1.9.4)

6.5.1 Require Building Maintenance and other City staff to use nontoxic materials whenever possible. When nontoxic alternatives are unavailable, supplies should be purchased in minimal quantities to reduce the need to store toxic materials.

6.5.2 Emphasize the City's role as an organic agricultural center and work with appropriate agencies to develop demonstration projects on non-chemical pest control and soil management practices. (See policy L 3.1.4.1)

6.5.3 Work with Environmental Health and other agencies to establish an educational outreach program for businesses and residents regarding the safe use, recycling and disposal of toxic materials, reducing the use of hazardous household wastes, and acceptable substitutes for these substances. (See policy L 1.8)

H. EMERGENCY PREPAREDNESS

It is difficult, if not impossible, to anticipate the scope or location of a disaster and to identify all the problems that will be encountered. That is why emergency preparedness is essential to reducing injuries, loss of life and property damage associated with a disaster. Ensuring that personnel are well-trained and adequate supplies are on hand to respond to a disaster is key to fostering emergency preparedness. To facilitate well-coordinated and expedient action during an emergency situation, the City has adopted an Emergency Management Plan describing the role and operation of City departments and personnel during major emergencies resulting from floods, storms, earthquakes, tsunamis, hazardous materials incidents and other disasters. The City has also identified critical facilities, major transportation routes and utilities that may be affected in a disaster and devised strategies to protect them against damage.

The survival of **critical facilities** and utilities serving them during disaster is of prime importance to an emergency response plan. These facilities are used to coordinate emergency relief operations and to give medical care and shelter to people directly affected by the emergency and include emergency centers, government buildings, hospitals, fire and police stations, schools and emergency shelters. Critical facilities and the utilities serving them are evaluated periodically to determine their ability to withstand damage during a natural disaster and to ensure that adequate facilities exist to respond to an emergency situation. Map S-12 shows the location of the City's critical facilities.

MAP S-12 EMERGENCY FACILITIES

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department, 1992

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REVISED 1155 11/08/1992

MAP S-13: EMERGENCY ROUTES

The City of Santa Cruz, California



N

LEGEND

EMERGENCY ROUTES

CITY LIMITS

Source: City of Santa Cruz Department of Public Works, 1992

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Major transportation routes, highways and arterial streets, are important to an emergency response plan since mobility of emergency personnel is vital in many emergency situations, and because evacuation relies upon passable and safe roads. Major routes link the eastern and western portions of the City by bridges over the San Lorenzo River. The survival of these bridges during a disaster is necessary to providing emergency response to most of the City. Map S-13 shows transportation routes critical for emergency situations. Alternative routes must be planned for and relied upon in the event that bridges fail. **Water, sewage, energy, and phone services** are also vital to an emergency situation. While many of these lines can be retrofitted with flexible joints and shut off valves, they can not be designed to withstand all disaster situations. Maintaining them in good condition and ensuring availability of equipment necessary to make repairs during emergency situations is the only way to guarantee their proper functioning.

EMERGENCY PREPAREDNESS GOALS, POLICIES AND PROGRAMS

GOAL S 7: Enhance and improve City disaster planning for earthquakes, flooding, tsunamis, hazardous materials incidents and other hazards.

Policies and Programs:

7.1 Annually update the Emergency Preparedness Plan and coordinate planning efforts with the Santa Cruz County Office of Emergency Services and train City staff to ensure preparedness prior to emergency situations.

7.2 Evaluate the distribution of critical facilities and their ability to survive flood and seismic hazards.

7.2.1 Reevaluate the structural safety of all existing emergency use structures, such as hospitals, schools, and public safety centers, after the adoption of each edition of the UBC and upgrade structures when necessary and appropriate.

7.2.2 Ensure that water, gas, and sewage utilities serving critical facilities are in good condition and are engineered to withstand damage from disasters. (See policy CF 6.5.5, S 2.5)

7.2.3 Ensure that adequate shelter facilities and emergency operation centers will be available in the event of a disaster and, if necessary, designate new operations centers in non-liquefaction and non-flood-prone areas.

7.3 Periodically inventory existing emergency supplies such as water main repair parts, road-clearing equipment, sand bag materials, medical equipment and communications equipment to ensure their completeness and availability during an emergency situation. (See policy CF 6.5.5)

7.3.1 Cooperate with other public agencies to store, organize, distribute and administer emergency medical equipment, supplies, services and communications systems.

7.4 Maintain a system of alternate emergency and evacuation routes serving all areas of the City and ensure that new development design, circulation and access allows for the maintenance of minimum emergency response times.

7.4.1 For developments where size or location present potential emergency access problems, require the provision of secondary access, including crash gates and emergency roads, where necessary or appropriate.

7.5 Evaluate the engineering standards and periodically review the structural integrity of bridges connecting the City's major transportation routes and retrofit bridges when they are deemed unable to withstand potential flooding and earthquake hazards. (See policy C 5.9.4, S 3.3.1)

7.6 Enhance cellular telephone services to critical facilities to aid in disaster response.

7.7 Encourage utility and building retrofits as technologies improve in order to eliminate potential hazards. (See policy S 2.5)

7.8 Promote awareness of seismic, geologic, flood, fire and other potential hazards to the general public, interested persons and prospective developers. (See policy S 3.1.4)

AREA AND SPECIFIC PLAN SUMMARIES
(Pages 407-554)

AREA AND SPECIFIC PLAN SUMMARIES

INTRODUCTION

The City develops and adopts detailed plans and guidelines for areas of special concern to establish land-use and/or design guidelines or to protect natural resources. These plans are a part of and must be consistent with the General Plan and take a number of forms depending on their purpose. However, they are usually prepared separate from the General Plan, usually as a follow-up or as a specific need arises. The City's Area and Specific plans are crucial to maintaining and enhancing the community's unique characteristics and quality of life. While the General Plan provides goals and policies for guiding and evaluating future development for the City as a whole, these plans provide detailed goals and policies for distinct areas to enhance their unique character. In addition to these plans, areas in the City under the direct land-use and planning jurisdiction of UCSC, the State Department of Parks and Recreation, and the Santa Cruz Port District have area and specific plans that are prepared for them.

This chapter of the General Plan summarizes the following area and specific plans:

- Beach Area Plan
- Downtown Recovery Plan
- Lighthouse Field Plan
- Moore Creek Access and Management Plan
- Natural Bridges State Park*
- Neary Lagoon Enhancement Plan
- San Lorenzo River Design and Enhancement Plans
- Santa Cruz Harbor Development Plan*
- Seabright Area Plan
- Twin Lakes State Beach*
- UCSC Long Marine Lab*
- UCSC Long Range Development Plan*
- Western Drive Master Plan

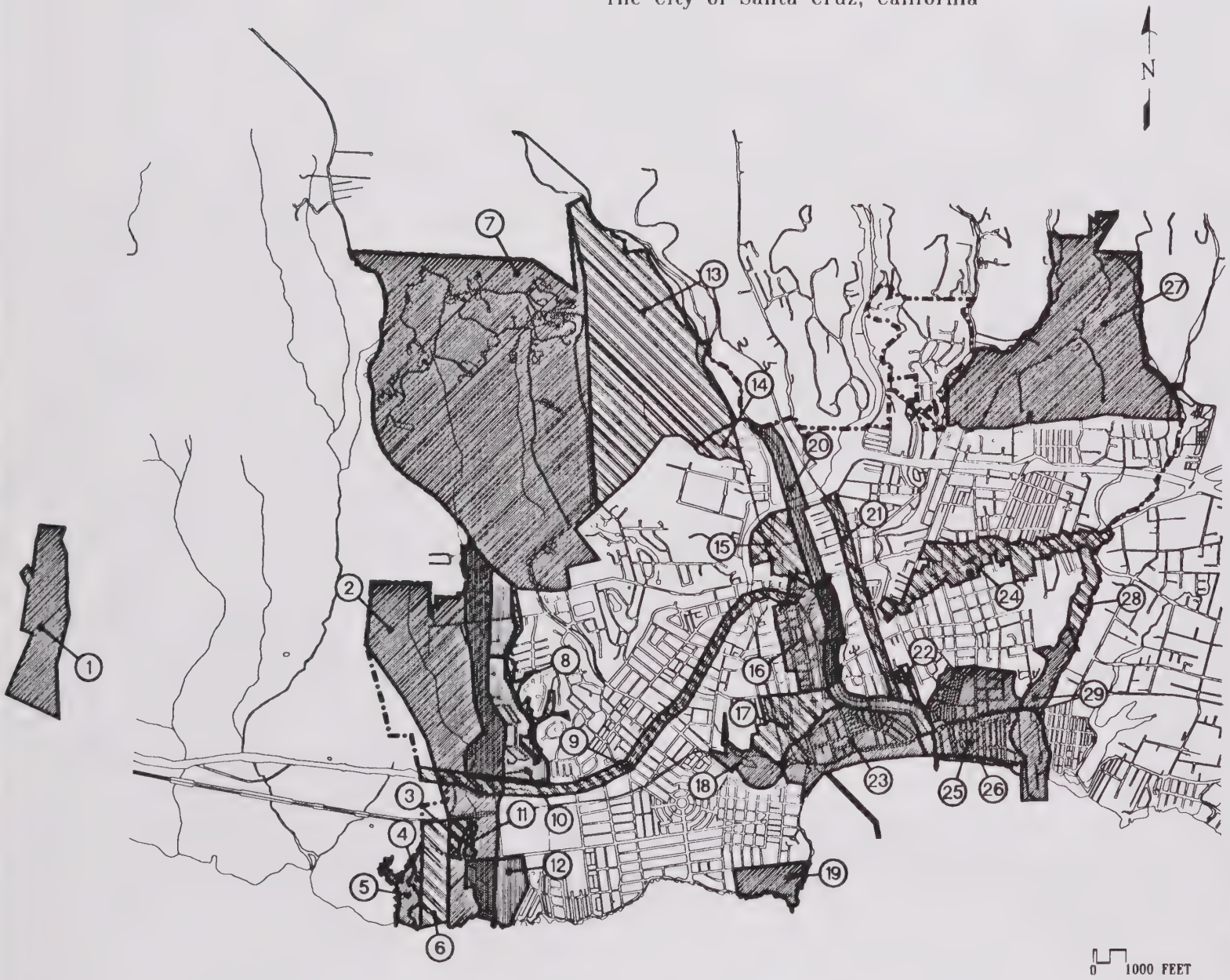
* Plans are for areas not under the City's direct land-use and planning jurisdiction and have been developed by other agencies. However, the City assumes land use planning and regulatory authority over State Parks and Harbor lands in the Coastal Zone above the mean high tide line pursuant to section 30519 of the Coastal Act. (See Map ASP-1 for the locations of these areas.)

An area plan addresses a particular subject area within the overall planning area and is adopted in the same manner as a general plan amendment. An area plan refines the policies of the general plan as they apply to a smaller area and is implemented by local ordinances such as those regulating land use and subdivision. An area plan must be consistent with the general plan of which it is a part.

A specific plan (for natural areas called an enhancement or management plan) like zoning, implements the general plan. When adopted, it does not amend a general plan, but instead is an entirely separate document that must be consistent with all facets of the general plan (including any area plans). A specific plan is a hybrid policy statement and/or regulatory tool that is often used to address a single project such as an urban infill development or planned community. As a result, its emphasis is on concrete standards and development criteria to supplement those of the general plan. All zoning, subdivision, and public works projects must be consistent with an adopted specific plan.

MAP ASP-1: AREA AND SPECIFIC PLANS

The City of Santa Cruz, California



LEGEND

1 LANDFILL
2 MOORE CREEK CORRIDOR AND ACCESS PLAN
3 SWENSON SPECIFIC PLAN
4 LONG MARINE LAB PLAN
5 YOUNGER LAGOON MANAGEMENT PLAN
6 TERRACE POINT SPECIFIC PLAN
7 U.C.S.C. LONG RANGE DEVELOPMENT PLAN
8 ARROYO SECO MASTER PLAN
9 MISSION STREET CORRIDOR
10 WESTERN DRIVE MASTER PLAN
11 ANTONELLI POND
12 NATURAL BRIDES STATE PARK PLAN
13 POGONIP MASTER PLAN
14 GOLF CLUB DRIVE SPECIFIC PLAN
15 NORTH RIVER AREA SPECIFIC PLAN
16 DOWNTOWN RECOVERY PLAN
17 SOUTH OF LAUREL AREA PLAN
18 NEARY LAGOON MANAGEMENT PLAN
19 LIGHTHOUSE FIELD STATE BEACH PLAN
20 SAN LORENZO RIVER DESIGN AND ENHANCEMENT PLAN
21 OCEAN STREET CORRIDOR PLAN
22 JESSE STREET MARSH MANAGEMENT PLAN
23 BEACH AND WHARF AREA PLAN
24 EASTSIDE IMPROVEMENT PROJECT
25 SEABRIGHT AREA PLAN
26 TWIN LAKES STATE BEACH PLAN
27 DELAVEAGA MASTER PLAN
28 ARANA GULCH
29 SANTA CRUZ HARBOR

EXISTING PLAN AREA

PROPOSED PLAN AREA

Source: Santa Cruz City Planning Department, 1992

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BEACH AREA PLAN SUMMARY

Adopted July 1980[39]

A. INTRODUCTION

The Beach Area is a remarkable physical and social microcosm. Composed of the Beach Flats, Beach Hill, Beach Commercial, and Municipal Wharf subareas, this moderately sized area of less than 100 acres is home to over 1,800 permanent residents and the Santa Cruz Beach and Boardwalk recreational facility. As the City's major visitor area, the Beach Area must accommodate vast numbers of summer visitors in a confined space with limited access. The residential areas of Beach Hill and Beach Flats require some protection from the impact of cars and visitors. At the same time it is important that visitors enjoy the recreational opportunities of the coast, as tourism is an important element of the economy.

The Beach Area Plan was prompted by an uncertainty about the future of certain areas, especially the Beach Flats. For a number of years prior to 1980, the area was designated for future commercial uses. With the planning for the 1980 General Plan, there was a desire to acknowledge an existing viable residential area. The Plan was developed to establish a policy basis for the Beach Flats as a residential neighborhood, to allow a number of public improvements appropriate to residential areas, and to put it and the other three distinct beach areas into an overall planning framework. A 1978 a "Wharf Design Framework" giving policy guidance to the Wharf was incorporated into that framework.

Since the 1980 adoption of the Beach Area Plan much work has been done, including the adoption of a master plan for the Beach Street Promenade that serves as the blueprint for improvements to Beach Street and areas along the beach front.

B. BACKGROUND

Beach Flats, Beach Hill, Beach Commercial and the Municipal Wharf form the basis of the Beach Area Plan. (See Map ASP-2) For the Beach Flats, the Plan emphasizes neighborhood characteristics and establishes what were then new residential development regulations. For Beach Hill, policies recommend maintenance of residential and historical qualities. Policies for the Beach Commercial area focus on promoting visitor-serving activities along the area's edge with the sand and water, and lastly, the Wharf outlines specific design and management policies. The San Lorenzo River Design and Enhancement Plans give specific guidance for planning along and in the river.

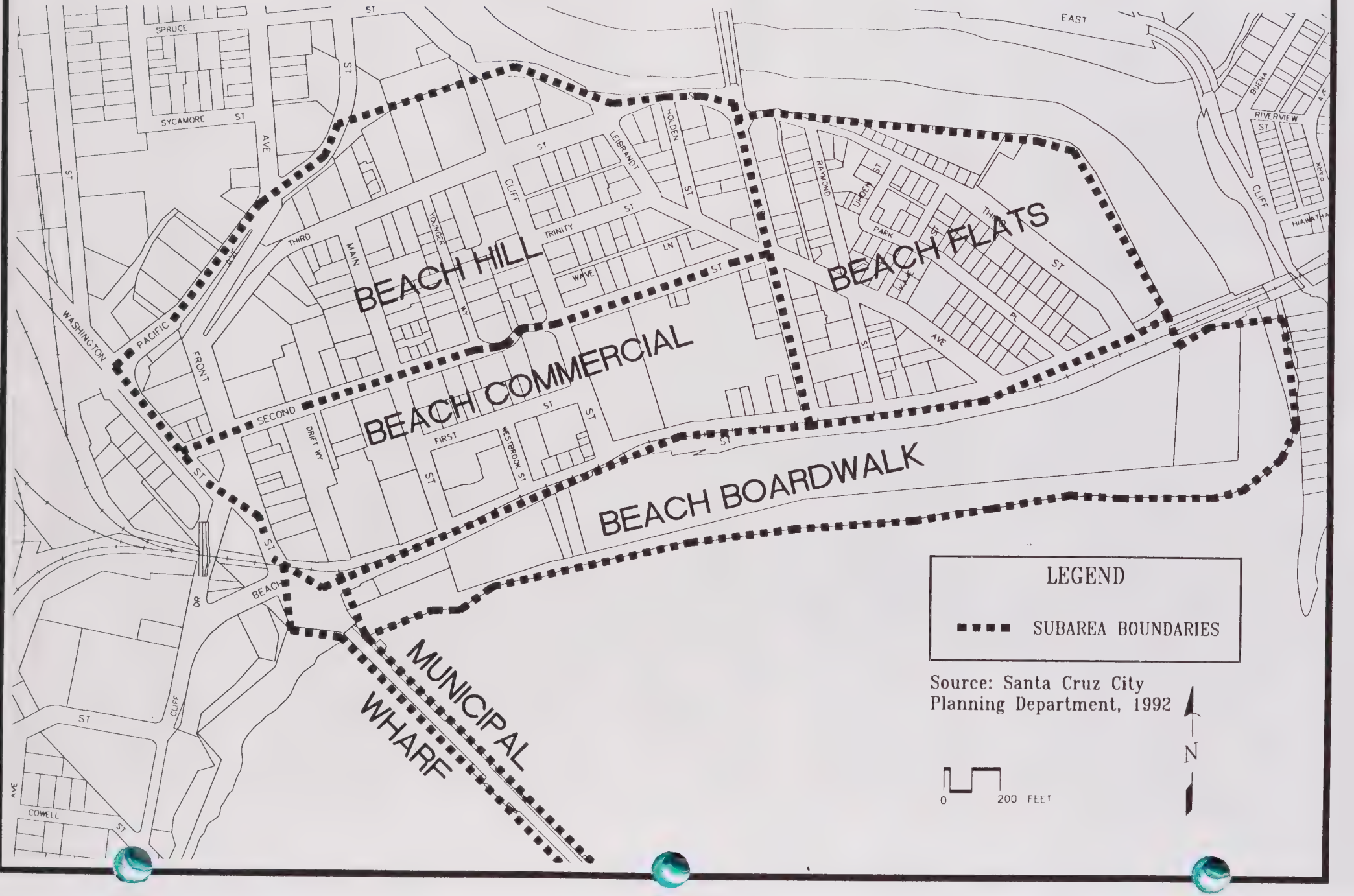
The juxtaposition of uses is really the crux of most planning problems in the area. However, the impacts of tourism are not a constant condition and for several months of the year, especially during the week, the area is essentially a residential enclave. The Beach Area presents a unique residential environment with its own special appeal. The recreational amenities are, and always have been, obvious.

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[39]The Beach Area Plan Plan is in the process of being updated and will include a Beach Flats Specific Plan with a series of code enforcement and housing improvements programs, a potential Third Street realignment program, parking and other improvement studies, and also policies aimed at expanding the relationship of the Beach to the South-of-Laurel and Downtown areas.

MAP ASP-2: BEACH AREA

The City of Santa Cruz, California



C. BEACH AREA PLAN (BAP) GOALS, POLICIES, AND PROGRAMS

COMMUNITY DESIGN

1.1 The scale, height, bulk and color of new or expanding development in the Beach subareas should be evaluated in terms of the design guidelines which appear in Tables ASP 3, 4, 5, and 6. (BAP, p. 68)

1.2 Landscaping should be required to enhance new development of public and private projects, and should be of an indigenous type compatible to the area; existing attractive landscaping should be protected and preserved. (BAP, p.68)

1.3 Create a visual and functional link between the Boardwalk and the Municipal Wharf, along the length of Beach Street. (BAP, p. 67)

1.4 Excessively garish and gaudy signs, billboards, and building colors should be replaced over time, with graphics and colors consistent with the design guidelines articulated in the Beach Area Plan. (BAP, p. 68)

1.5 Adopt design guidelines to positively influence further physical development in the Beach Commercial and Beach Hill subareas. (BAP, p. 118)

1.6 Implement design guidelines aimed at preserving and enhancing the intimate scale and local character of the wharf and its overall appearance. (BAP, p. 118)

1.6.1 The preservation and enhancement of intimate scale and local character is essential to future growth, and therefore must be encouraged in any renovation or expansion. No development at all is preferable to development which destroys the wharf's uniqueness. (BAP, p. 77)

1.7 The scale, height, bulk and color of new or expanded physical development should reflect and strengthen the best existing examples in the immediate vicinity of the Beach Hill area. (BAP, p. 57)

1.8 Preserve existing landscaping and encourage new landscaping which will emphasize the visual prominence of Beach Hill. Emphasis should be placed on indigenous forms. (BAP, p. 58)

1.9 New development on the bluffs of the Beach Hill subarea should visually emphasize and enhance this natural topographic resource. (BAP, p. 58)

1.10 Develop guidelines for new construction and renovation to retain the unique Cottage City character of the Beach Flats subarea, and improve overall appearance. (BAP, pp. 39 and 115)

1.11 Implement special design treatments for major entries to the Beach Hill subarea and at major intersections. (BAP, pp. 58, 117)

LAND USE

2.1 Recognize the Beach Area's draw as a regional tourist attraction and develop programs to minimize this activity's adverse impact on local residents. (BAP, p. 49)

2.2 Provide areas for commercial/recreational uses in the Beach Area including the periphery of the Beach Flats (BAP. p. 49)

2.3 Given the configuration of parcels in the Beach area, the existing development pattern, and the need for housing, develop the remaining residential area (Beach Hill and Beach Flats) at the existing densities — approximately 44 dwelling units per acre. (BAP, P.18)

2.4 Develop zoning standards which provide for residential stability, and which encourage the improvement of residential quality in the Beach Flats subarea. (BAP, p. 115)

CIRCULATION

3.1 Alter the direction of traffic flow and configuration to facilitate efficient vehicular movement, and to help segregate tourist traffic from local residential traffic. (BAP, p. 19)

3.2 Develop a circulation system and accompanying street pattern which directs tourist traffic around the perimeter of the Beach Flats rather than through it. (BAP, pp. 43, 49, 116)

3.3 Encourage non-automobile modes of transportation in the overall Beach Area. (BAP, p. 18)

3.4 Create more attractive and functional pedestrian facilities in the overall Beach Area, especially those connecting the Municipal Wharf with the beach and Boardwalk. (BAP, p. 18)

3.5 Pursue transportation programs elsewhere in the City and region that would lessen impacts on the Beach Area. (BAP, p. 50)

3.6 Create a more attractive pedestrian environment on the Municipal Wharf by reorganizing vehicular and pedestrian areas, creating a widened pedestrian promenade along the western side of the wharf, increasing public commons space throughout the wharf, developing an open tram (small enough to run along the pedestrian promenade and linking the wharf with parking and amusement areas of the Beach and Boardwalk) and, lastly, developing a lighting system to increase illumination levels in pedestrian areas by using low-scaled poles and fixtures. (BAP, pp. 76, 118)

3.7 Create a pedestrian-oriented Beach Street promenade and implement Beach Street promenade improvements. (BAP, p. 114)

3.8 As part of the overall traffic improvement program in the Beach Area, improve the appearance and traffic flow of the Beach Street/Municipal Wharf intersection. (BAP, pp. 67, 69, 114, 117)

3.9 Reduce the volume of traffic, redirect beach-oriented parking to expanded public parking sites and improve pedestrian accessibility, safety and circulation in the Beach Hill subarea. (BAP, p. 57)

3.10 Minimize traffic conflicts within the Beach Commercial subarea; identify a site for peripheral parking opportunity and a beach shuttle service to the Beach Area. (BAP, p.67)

3.11 Expand the serpentine traffic pattern on Second Street. (BAP, p.114)

3.12 Lessen the impact of tourist activity in the Beach Area by providing additional parking spaces for the public and additional parking opportunities reserved for area residents. (BAP, p. 19)

3.13 Evaluate the possibility of providing restricted parking for Beach Flats residents during peak summer weekends and holidays. (BAP, pp. 43, 49)

3.14 Develop a scheme for reserved on-street or off-street parking for Beach Area residents. (BAP, p. 116)

3.15 Create a multi-use parking structure located at the corner of Beach Street and Riverside Avenue. (BAP, p. 118)

3.16 Change ingress and egress to the Seaside Company's parking lot (Beach St. and Riverside). (BAP, p. 115)

3.17 Create visual and pedestrian links between the Beach Commercial subarea and Beach Hill. (BAP, p. 68)

3.18 Develop specific plans for street trees, pathways, and sidewalk improvements to upgrade the general appearance of various streets including streets in the Beach Flats area. (BAP, pp. 45, 116)

3.19 Initiate special street-paving techniques consistent with the program for the overall Beach Area. (BAP, pp. 69, 118)

3.20 Coordinate improvement of the San Lorenzo levee to provide non-auto pathway access between the Pacific Avenue and the Beach Area. (BAP, p. 45, 116)

3.21 Develop entry points to Beach Hill that will visually identify this subarea and discourage through automobile traffic. (BAP, p. 57)

3.22 Implement a Beach Hill street beautification program coordinated with those recommendations specified for the Beach Flats, the Beach Commercial subarea and the Municipal Wharf. (BAP, pp. 60, 117)

3.23 Upgrade the Cliff Street stairway and the Front Street pathway. (BAP, pp. 60, 117)

3.24 Maintain a minimum of 3,350 parking spaces in the overall Beach Area and implement no projects that would reduce this number below the floor figure of 3,350. (BAP, p.114)

HOUSING

4.1 Provide for residential stability and improved residential quality by adopting development standards for residential uses in the Beach Flats. (BAP, p. 37)

4.2 Maintain existing housing stock and provide additional housing affordable to below-average income people through use of the Housing on City Lands program, affordable housing units, etc. (BAP, pp. 42, 116)

4.3 Improve housing conditions by focusing the Unified Housing Rehabilitation Program on Beach Flats; developing hazardous conditions abatement

program; and exploring other approaches to improve conditions, i.e., pre-sale inspection, State tax code compliance program. (BAP, pp. 41, 115)

4.4 Minimize permanent relocation of persons except under unsafe or unusual circumstances. (BAP, p. 42)

4.5 Ensure residential stability and encourage the physical improvement of residential structures in the Beach Area through implementing programs which provide adequate public facilities and services and rehabilitation opportunities for improving housing conditions. (BAP, p. 17)

ECONOMIC DEVELOPMENT

5.1 Encourage the development of commercial uses in the Beach Area which have year-round as well as seasonal potential. (BAP, p. 17)

5.2 Encourage commercial uses in the Beach Commercial subarea which have year-round as well as seasonal potential. This is especially relevant to the opportunity sites fronting on Beach Street. (BAP, pp. 68, 118)

5.3 Assume a major role in managing the development of the Wharf and in undertaking an ongoing solicitation of desired uses and available monies to achieve the goals and policies and to enforce the design criteria set forth in the Wharf plan. (BAP, pp. 77, 118)

5.4 Expand the Municipal Wharf in two areas: The Wharf agora area closer to shore; "arm" extension near the Wharf's end. See Table ASP-7. (BAP, pp. 77, 118)

5.4.1 The "Wharf Agora" will provide a new commercial area closer to shore, and could include a City-built open market area with spaces leased to very small businesses on a short-term basis. The long "arm" attached near the Wharf's end, will become a center for recreational boating by creating a semi-protected mooring area and large public landing; commercial space there could be oriented primarily to such activities. (BAP, p. 77)

COMMUNITY FACILITIES AND SERVICES

6.1 Improve public services and facilities to adequately handle the unique pressures which are found in the Beach Area. This includes addition to and upgrading of the existing infrastructure (water and sewer system), improvement to public services (police protection, fire protection, refuse collection), and improvement to amenities in the area (street lighting and landscaping, parks and recreational facilities). (BAP, p. 19)

6.2 Provide adequate public services and facilities for tourists, to minimize impacts on surrounding areas. (BAP, p. 49)

6.3 Improve police and fire protection to respond to the unusual pressures and problems which result in the Beach Flats subarea from tourist activities. (BAP, pp. 47, 116)

6.4 Provide public services to increase litter patrol and other problems caused by Beach/Boardwalk users. (BAP, p.47)

6.5 Enforce the City's laws pertaining to traffic violations and littering. (BAP, p. 115)

6.6 Monitor and improve refuse collection services and facilities in the overall Beach Area. If additional receptacles are needed, implement necessary improvements. (BAP, pp. 48, 115, 116)

6.7 Develop a street lighting program to improve lighting to meet the special needs of the Beach Flats subarea. (BAP, pp. 45, 116)

6.8 Upgrade the existing water and sewer system to alleviate problems resulting from substandard mains and other system inadequacies. (BAP, pp. 47, 115, 117)

PARKS & RECREATION

7.1 Pursue an acquisition program to acquire land for a neighborhood park in the Beach Flats area. (BAP, pp. 45, 115)

7.2 Convert Carmelita Cottages to a recreation facility serving both local residents and visitors. (BAP, pp. 60, 115, 117)

CULTURAL RESOURCES

8.1 Protect and enhance the unique historical, archaeological, architectural and aesthetic qualities which are present in the Beach Hill subarea. (BAP, p. 57)

Table ASP-3

Beach Flats Design Guidelines

The following guidelines are intended to preserve and enhance the scale and flavor of the Beach Flats; they are *not* intended to preserve substandard physical conditions which exist in the area.

- Attempt to accommodate a variety of architectural styles, reflective of the existing diversity of the subarea.
- New construction should be consistent with the major architectural elements and design features existing in the area. These include:
  - Varying setbacks from the street;
  - Varying orientation and entrances; and
  - Appropriate colors and materials.

Because of the existing diversity of architectural elements, careful study must be given to design requirements on a site-specific basis.

- Retain a scale appropriate to existing development and street widths. This can be accomplished by:
  - Keeping building heights compatible with existing development;
  - Stepping back larger development from the street, keeping a one-story segment toward the sidewalk; and
  - Breaking up larger buildings into small architectural segments.

- Use materials compatible with existing development. These include:
  - Stucco
  - Horizontal wood siding; and
  - Other painted wood.

  Compatible materials do *not* include those of a contemporary character, such as:
  - Shingles;
  - Stained exterior plywood;
  - Diagonal siding; or
  - Highly reflective materials, such as aluminum or mirrored glass.

- Use colors and details consistent with existing development. These include:
  - Pale, light colors for buildings with bright, colored trim.
  - Colored roofs or composition shingles; and
  - Small balconies and decorative railings.

- Use landscape materials to provide accent color, define spaces and break up large masses. Such materials may include:
  - Bright annuals or perennials in window boxes;
  - Color accents and flowering shrubs as foundation plantings;
  - Formal central accents in entry courts;
  - Shade trees in conjunction with seating areas; and
  - Low formal hedges at property lines and along walkways.

- Use architectural features to provide continuity and sense of community involvement by relating to the pedestrian space. Such features may include:
  - Various types of fenestration; and
  - Porches and entryways.

- Attempt to screen automobiles from pedestrian view. This can be achieved by:
  - Avoiding front yard parking areas;
  - Favoring closed garage storage to open carports; and
  - Use of intense landscaping for screening.

- Attempt to retain the integrity of the design of the older units by renovating or adding units of compatible design.

- Attempt to avoid artificial mimicry of older units in new construction.

Table ASP-4

Beach Hill Design Guidelines

- The siting, scale, and design of new development should be consistent with the immediate surrounding development to continue the established pattern and character of the street.

- New development or major renovation to existing building forms and exterior building design should incorporate broken-up massing to simulate the width and spacing of existing residences immediately surrounding the proposed site; building features such as windows, railings and stairways, should reflect the established rhythm of both residential examples. Variations in the height and orientation of roof plans should be carried out such that a large single building can seem to be a cluster of detached residences.

- The height and width of any new development or major renovation should, where practical, avoid blocking ocean views and panoramic views of the City from various vantage points. Height and width of the structure should be used to reinforce the form of Beach Hill, especially on bluffs where the visual emphasis should be expressed as vertical rather than horizontal lines. Again, height and width should be seen as part of the total street scene, and structures should be avoided which appear as individual monuments with no relationship to the overall image of the street.

- Front setbacks of new developments should be situated so that opposing setback lines achieve visual variety along the street. Front setbacks should *not* be occupied by exposed off-street parking. Retaining walls and stone curbings should be constructed to match the existing features, providing a visually unifying element int he Beach Hill subarea.

- Access to new development should be located to minimize the number of curbs, gutters and driveways into the site. These entries should be compatible with the proposed street beautification scheme.

- New development should provide landscaping that complements the area by continuing locally dominate species, supplementing street trees with private landscaping, and retaining significant existing trees and shrubbery wherever possible.

Table ASP-5

Beach Commercial Design Guidelines

- New development and extensive renovation in the subarea should feature variations in height and orientation of roof planes, so that a single building will appear to be a cluster of smaller structures; in addition, new development should incorporate parking below grade so as to screen parking from view as much as possible, and also take full advantage of sloping ground which offers maximum views to the beach and ocean.

- Development and renovation along Beach Street should utilize physical elements, such as awnings, canopies, trellis work, etc. to emphasize the pedestrian scale of the Beach Street promenade (these should be located approximately eight feet above the sidewalk level). Development along Beach Street should utilize materials and colors which give uniformity to the entire streetscape. Seating areas and landscaping should be compatible with the proposed Beach Street promenade concept and avoid, where possible, blocking ocean views. Signing along Beach Street should be of a subdued nature, suggesting an overall theme rather than individual competition.

- Development along Second Street should incorporate the established residential character and design features which appear on the Beach Hill side of the street. Off-street parking should be located below grade, or be screened by extensive landscaping. Signing on Second Street should be of a decorous nature.

- Development along Main Street and Cliff Street should reflect the character of the best architectural examples in the immediate vicinity. The number of curb cuts and driveways into specific sites should be minimized as much as possible, utilizing underground or highly screened parking areas. Stark, blank walls facing the street should be avoided, and architectural features should be incorporated which create a human scale at pedestrian level. Development or major renovation here should be of a height and width as to be seen as part of the total scene and avoid appearing as an individual monument with no relationship to the overall image of the street. Front setbacks should continue to be used for private landscaping where appropriate. Other street improvements should be compatible with the proposed street beautification scheme for the overall Beach Area.

- Landscaping throughout the Beach Commercial subarea should continue to emphasize locally dominant species. Heritage trees and significant existing vegetation should be preserved and private landscaping should adhere to the same standards as those landscaping improvements created in the public right-of-way.

Table ASP-6

Wharf Design Criteria

Architectural Criteria:

The intent of these guidelines is to ensure that all development on the wharf contributes to making it a unique and special place. Five basic principles are to be followed:

★Responsibleness to the marine surroundings;
★Creation of a pleasant pedestrian atmosphere;
★Maintenance of small-scale buildings;
★Reflection of the wharf's diversity; and
★Achievement of a unified wharf complex.

Goals	Policies	Actions/Criteria
1. Preservation and Reinforcement of the Wharf's Unique Identity		
▪ Greater awareness of wharf throughout Santa Cruz.	♦ Clarify and identify routes to wharf along major traffic arteries.	▸ Introduce prominent directional signs along traffic routes. ▸ Design directional signs to include distinctive wharf logo.
	♦ Enhance visibility of wharf from shore.	▸ Paint handrails white. ▸ Increase use of white and bright colors. ▸ Allow second story on selected buildings to vary wharf's profile. ▸ Establish distinctive lighting scheme. ▸ Encourage neon signs. ▸ Introduce clusters of flagpoles at significant deck areas.
	♦ Clarify wharf entrance.	▸ Replace parking in center of intersection with landscaped area. ▸ Introduce major piece of civic sculpture at wharf entrance. ▸ Establish strolling and sitting area in first 200 yards of wharf approach zone.
	♦ Promote a greater awareness of the wharf's role in local history.	▸ Promote studies of local nautical history for use in newspapers and tourist publications, and for exhibition in public buildings and on the wharf. ▸ Encourage the display of local historical material, particularly newspapers, photographs and artifacts. ▸ Promote businesses that deal in nautical artifacts and marine antiques. ▸ Direct amusement-type activities to Boardwalk area. ▸ Direct professional offices, large-scale shops, general merchandise stores, etc. to more suitable downtown or shopping center locations.

Goals	Policies	Actions/Criteria
	♦ Develop a distinctive and coherent architectural vocabulary.	▸ Encourage designs that are clear and straightforward; avoid both banality and ornateness. ▸ Use appropriate materials such as horizontal wood siding, clapboards, corrugated metal and stucco; avoid monumental and opulent materials. ▸ Use building roofs as design elements. ▸ Establish fenestration pattern which promotes views into and through buildings. ▸ Require use of bright colors and unifying white trim.
	♦ Maintain historic continuity and physical fabric of the wharf.	▸ Limit new construction to areas of wharf expansion. ▸ Allow demolition and subsequent redevelopment only when no other alternative is available. ▸ Encourage display of local historical material, particularly newspapers, photographs and artifacts.
	♦ Develop a bright, colorful and lively seaside atmosphere.	▸ Preserve significant views on all sides of the wharf. ▸ Require use of light and bright colors. ▸ Encourage sidewalk activity such as strolling, window-shopping and eating. ▸ Allow flags and banners as a means of signing. ▸ Encourage signs painted directly on building walls.
	♦ Preserve and enhance views from the wharf.	▸ Establish significant view corridors where future building will be prohibited. ▸ Maintain leeward (i.e., northeast) side of wharf free from buildings. ▸ Require new buildings to allow views through interior to scenery beyond. ▸ Allow use of roof decks in commercial areas. ▸ Prohibit large motor homes and recreational vehicles with height and bulk which obstruct views to shore.
▪ Greater awareness of wharf uses and processes by wharf uses.	♦ Establish graphic design system for use by the wharf management and tenants on the wharf and elsewhere.	▸ Create wharf logo for all directional signs on and off the wharf and for use by wharf businesses in advertising. ▸ Coordinate graphic theme in newspapers and tourist materials. ▸ Standardize regulatory signing. ▸ Provide signpost near wharf entrance as significant design element indicating wharf activities.
	♦ Articulate and make more effective all graphic communication by private groups on wharf.	▸ Integrate signing with architectural design. ▸ Encourage neon signs. ▸ Encourage diversity among business signs. ▸ Encourage advertising signs and logos painted directly on building walls.

Goals	Policies	Actions/Criteria
	♦ Choose businesses and activities exhibiting maximum potential for visual interest.	▸ Encourage businesses to display merchandise, activities and processes (e.g., candy-making, food preparation, boat unloading). ▸ Introduce businesses contributing directly to sidewalk activity, such as sidewalk cafés and open market stalls.
	♦ Use design elements to distinguish use areas along wharf.	▸ Articulate fishing and crabbing areas by architectural detailing. ▸ Require building designs to display building activities. ▸ Require substantial portions of interiors of new buildings to be visible from sidewalk. ▸ Improve signing at significant use areas, e.g., public landing, fish market davits, boating deck space. ▸ Enlarge and articulate deck area for charter fishing landing and sinks.
2. The Wharf as Community Resource		
▪ Promotion and management of the wharf as a community investment.	♦ Actively seek desirable businesses and activities not presently existing on wharf.	▸ Solicit businesses which can contribute to the wharf community by serving both visitors and existing businesses, e.g., small bakery, candy shop, ice cream parlor. ▸ Build and manage open market area between bents 35 and 75 for both long- and short-term tenancy.
	♦ Encourage use by a wide spectrum of the City's population.	▸ Introduce shops selling marine-related merchandise, e.g., nautical antiques, books and charts, models and toys. ▸ Introduce less formal eating and entertainment facilities, e.g., delicatessen, snack bar, coffee house. ▸ Introduce new attractions into already existing businesses, e.g., dancing and entertainment in restaurants. ▸ Improve and increase low-cost and free activities on wharf, e.g., fishing, crabbing, picnicking, boating.
▪ Greater use of wharf during off-season and off-hours.	♦ Improve night-time ambience on wharf.	▸ Improve lighting scheme of wharf. ▸ Introduce lighting system relating to wharf businesses and pedestrian areas. ▸ Introduce night guard. ▸ Encourage more late evening activity (e.g., coffee house, pub, entertainment and dancing in restaurants, fishing and crabbing).
	♦ Promote wharf as year-round commercial and recreational center.	▸ Choose new businesses and activities with year-round and day-long appeal. ▸ Choose new businesses for their interest to local residents rather than for their attractiveness to tourists.

Goals	Policies	Actions/Criteria
▪ Intense and diverse pedestrian activity.	♦ Develop an attractive pedestrian environment on wharf.	▸ Increase amount of pedestrian space serving wharf buildings. ▸ Introduce more pedestrian amenities — walkways, lighting, benches, auto-free common spaces, pedestrian drop-offs, etc. ▸ Require business signing to address pedestrians. ▸ Separate and articulate vehicular and pedestrian circulation systems. ▸ Extend the pedestrian space into entrances of buildings greater than 20 feet deep. ▸ Introduce businesses contributing directly to sidewalk activity such as sidewalk cafés, market stalls and snack bars.
	♦ Preserve and improve views to and from wharf.	▸ Preserve significant views from wharf in all directions. ▸ Establish distinctive lighting scheme. ▸ Paint handrails white. ▸ Require substantial use of white and bright colors. ▸ Allow second stories on selected buildings to vary wharf's profile. ▸ Construct visually-prominent "theme building" on new deck space near end of wharf. ▸ Require new buildings to allow views through interior to scenery beyond. ▸ Prohibit large motor homes and recreational vehicles with height and bulk which block views to shore.
	♦ Choose new businesses and activities which can contribute to a rich pedestrian scene.	▸ Introduce businesses contributing directly to sidewalk activity, such as sidewalk cafés or open market stalls. ▸ Choose new businesses which can display merchandise, activities and processes to pedestrians (e.g., candy-making, sail-making). ▸ Require views into buildings from adjacent sidewalk.
▪ Diversity of access to an on wharf.	♦ Ensure adequate and diverse transportation to and on wharf.	▸ Establish prominent SCMTD bus stop near wharf entrance. ▸ Introduce open tram on pedestrian promenade, linking wharf to beach and Boardwalk. ▸ Separate and articulate vehicular and pedestrian circulation system. ▸ Improve service and delivery systems. ▸ Build major public landing for boat access beneath new deck area.
	♦ Ensure access for the handicapped on wharf.	▸ Require that all new construction conform to specifications of State's "Physically Handicapped Law". ▸ Provide adequate parking for handicapped on wharf.

Goals	Policies	Actions/Criteria
▪ Continued predominance of small-scale businesses.	♦ Protect and continue scale of existing businesses.	▸ Limit size of allowable commercial space to 7,000 gross sq. ft. for restaurants and 2,500 gross sq. ft. for other businesses. ▸ Place primary emphasis on businesses of up to 1,200 sq. ft. in area. ▸ Avoid establishment of large franchise-type business operations. ▸ Place primary emphasis on local ownership and management of new businesses.
	♦ Maintain continuity among long-time wharf tenants.	▸ Give present tenants right of first refusal on City terms for lease renewal. ▸ Support an active Wharf Lessees' Association. ▸ Avoid introducing new businesses which threaten the overall economic health of the wharf.
3. The Wharf as Regional Attraction		
▪ Integration of wharf, beach and Boardwalk into a coherent coastal recreational area.	♦ Facilitate ease of access and parking for wharf.	▸ Develop traffic and parking plan involving entire wharf, beach and Boardwalk area. ▸ Introduce open tram system separate from vehicular traffic linking wharf, beach and Boardwalk. ▸ Integrate pedestrian and tram circulation among wharf, beach and Boardwalk. ▸ Clarify regulatory and directional signing both on and off wharf.
	♦ Establish clear visual relationship among wharf, beach and Boardwalk.	▸ Preserve views between wharf and Boardwalk. ▸ Use similar detail elements to articulate pedestrian and tramways linking wharf, Beach Street, and Boardwalk. ▸ Introduce common lighting theme linking the wharf and Beach Street.
	♦ Choose businesses and activities to complement rather than duplicate those on beach and Boardwalk.	▸ Restrict amusement functions to Boardwalk area. ▸ Relocate restrooms near wharf entrance to a public cabana in the beach area.
▪ Intense and diverse marine-oriented pedestrian activity.	♦ Develop wharf as an attractive pedestrian environment within a coastal setting.	▸ Increase amount of pedestrian space serving wharf buildings. ▸ Introduce more pedestrian amenities — walkways, lighting, benches, auto-free common spaces, pedestrian drop-offs, etc. ▸ Require business signing to address pedestrians. ▸ Separate and articulate vehicular and pedestrian circulation systems. ▸ Extend the pedestrian space into entrances of buildings greater than 20 feet deep. ▸ Introduce businesses contributing directly to sidewalk activity such as sidewalk cafés, market stalls and snack bars.

Goals	Policies	Actions/Criteria
	♦ Preserve and improve views both to and from the wharf.	► Preserve significant views from wharf in all directions. ► Establish distinctive lighting scheme. ► Paint handrails white. ► Require substantial use of white and bright colors. ► Allow second stories on selected buildings to vary wharf's profile. ► Construct visually-prominent "theme building" on new deck space near end of wharf. ► Require new buildings to allow views through interior to scenery beyond. ► Prohibit large motor homes and recreational vehicles with height and bulk which block views to shore.
	♦ Choose wharf businesses and activities which can contribute to a rich pedestrian scene.	► Introduce businesses contributing directly to sidewalk activity, such as sidewalk cafés or open market stalls. ► Choose new businesses which can display merchandise, activities and processes to pedestrians (e.g., candy-making, sail-making). ► Require views into buildings from adjacent sidewalk.
	♦ Improve night-time ambience of wharf.	► Improve lighting scheme on wharf. ► Introduce lighting system relating to wharf businesses and pedestrian areas. ► Introduce night guard. ► Encourage more late evening activity (e.g., coffee house, pub, entertainment and dancing in restaurants, fishing and crabbing).
▪ Increased tourist spending.	♦ Increase revenue-producing potential of sidewalk areas.	► Widen sidewalk area serving businesses and increase amenities along it. ► Increase number of commercial areas serving sidewalk directly. ► Introduce lighting system related to sidewalk area serving businesses.
	♦ Guarantee convenient access to wharf businesses.	► Improve vehicular circulation and clarify parking layout on wharf. ► Build auto drop-offs along widened sidewalk. ► Widen sidewalk areas serving businesses and add appropriate pedestrian amenities. ► Introduce open tram separate from vehicular traffic and linking wharf entrance and commercial areas.
	♦ Provide increased commercial opportunities during peak use periods.	► Introduce open market stalls in areas near shore to attract business from beach-goers during vacation seasons.

Goals	Policies	Actions/Criteria
4. The Wharf as Marine Resource		
▪ Enhanced marine and recreational atmosphere.	♦ Encourage additional fishing and crabbing.	▸ Build additional deck space at wharf's end for fishing and crabbing. ▸ Add lowered fishing deck space alongside existing fishing pier at wharf's end. ▸ Introduce fishing "bays" along parking area between bents 112 and 145.
	♦ Encourage increased boating activity.	▸ Build additional public landing space below wharf deck. ▸ Label public landings prominently, adding signs at both deck and sub-deck levels. ▸ Establish semi-protected mooring area at wharf's leeward side for commercial and recreational boaters.
	♦ Encourage commercial uses appropriate to a marine setting.	▸ Choose new businesses which are marine- and/or leisure-oriented (e.g., chandlery, sailmaker, nautical book and chart store).
	♦ Protect marine environment.	▸ Avoid introducing new activities potentially harmful to marine life.
▪ Expanded awareness of marine resources and ocean-related uses by wharf visitors.	♦ Expand opportunities for experiencing marine environment.	▸ Exploit opportunities to view marine plant and animal life in their natural habitat. ▸ Encourage businesses to include public areas which can serve the purpose of a maritime museum (as at Spenger's Restaurant in Berkeley).
	♦ Make areas of marine activity more apparent.	▸ Expand deck area opposite Wharf Headquarters to serve boating activities. ▸ Improve signing at boating areas. ▸ Articulate fishing areas along pedestrian routes.
▪ Continued historic tradition of working wharf.	♦ Continue physical pattern that has grown with wharf.	▸ Restrict commercial activity to windward side, leaving leeward open for fishing and boating.
	♦ Encourage and publicize commercial boating and fishing activities.	▸ Consolidate commercial boating activities in enlarged deck area opposite Wharf Headquarters; add new landing space beneath. ▸ Enlarge and articulate deck area for charter fishing landing and sinks. ▸ Improve signing at commercial boating area. ▸ Establish semi-protected mooring area at wharf's leeward side. ▸ Renovate existing fish markets while retaining original design qualities to include counters serving sidewalk, large glazed areas in coffee shops, large wall paintings and neon signs. ▸ Maintain and make more visible fish handling functions presently occurring in existing middle area of wharf.

Goals	Policies	Actions/Criteria
	♦ Develop architectural vocabulary appropriate to working wharf.	▸ Encourage designs that are clear and straightforward; avoid both banality and ornateness. ▸ Use appropriate materials such as horizontal wood siding, clapboards, corrugated metal and stucco; avoid monumental and ornate materials. ▸ Choose uses which are compatible with the traditions of a working wharf; avoid extremes of over-elegance and cheap honky-tonk.
5. Service and Security on the Wharf		
▪ Reduced vandalism and theft.	♦ Improve night-time ambience on wharf.	▸ Improve overall lighting scheme. ▸ Introduce lighting system increasing amount of light near businesses and vulnerable pedestrian areas. ▸ Introduce night guard. ▸ Encourage greater night-time use of wharf by introducing late evening activities such as entertainment and dancing.
	♦ Increase informal surveillance of all wharf areas.	▸ Provide potential for activity at all public wharf areas. ▸ Increase amount of commercial frontage opening onto pedestrian and common spaces.
▪ Efficient operation of service and emergency functions.	♦ Ensure ease of access for service and emergency vehicles.	▸ Build previously proposed emergency access lane, extending it past fish market area to fishing pier at end of wharf. ▸ Provide access between roadway and emergency access lane. ▸ Provide turnaround for emergency access lane at area between Looks Den and Cardinale's Seafood. ▸ Ensure sufficient turnaround space for delivery and emergency vehicles.
	♦ Reduce number of conflicts between pedestrian areas and service zones such as trash bins, delivery zones and parking area.	▸ Consolidate trash collection areas, both for tenant and for visitor use. ▸ Provide visual barriers between pedestrian and service zones where necessary. ▸ Make crosswalk areas highly visible to vehicular traffic, and reduce crosswalk length as much as possible. Establish crosswalks as part of overall pedestrian plan.
	♦ Improve vehicular access and parking situation on wharf.	▸ Standardize parking system to 8'6" stalls at 60°. Replace parallel parking with 60° angled parking wherever possible. ▸ Establish drop-off zones along sidewalks to help prevent double parking. ▸ Prohibit large motor homes and recreational vehicles which inhibit traffic movement and reduce parking capacity.

DOWNTOWN RECOVERY PLAN SUMMARY

Adopted September 10, 1991

A. INTRODUCTION

The purpose of the Downtown Recovery Plan is to provide a framework for public and private actions related to the rebuilding of Downtown Santa Cruz after the 1989 Loma Prieta earthquake. In recognition of the importance of the downtown area to the community, and to develop policies to guide development and improve the Downtown, the City adopted a Downtown Are Plan in 1984. The 1984 Downtown Area Plan envisioned downtown essentially remaining what it was with the exception of various improvement projects. However, the earthquake changed all the perceptions about Downtown. An area which was essentially developed suddenly contained development potential. A well-loved Pacific Garden Mall was in need of reconstruction, and with this need for redoing the Mall came the opportunity to look at the Downtown in different ways.

Six planning principles forming the basis for the Plan's policies and physical components. They include strengthening the Downtown as a vital retailing district, enhancing the open space and pedestrian network of Downtown, preserving and enhancing the distinctive scale and character of Downtown, strengthening the Downtown as a place to live, strengthening the Downtown as a place of local and regional employment, and creating a stronger relationship between the Downtown and the Beach.

1. Strengthen Downtown as a Vital Retailing District

This principle focuses on the traditional retailing function served by a downtown. To achieve this purpose, the plan calls for a centralized retail management program and a physical environment which supports shopping. Ease of access and social gatherings and cultural activities, and the sense of a special place are the downtown's strongest attributes. Many of the design aspects of the Plan as well as development regulations focus on maintaining a pedestrian and interactive downtown with uses such as a performing arts center to attract people to the Downtown.

2. Enhancing the Open Space and Pedestrian Network

A strong pedestrian focus in the Downtown goes beyond making the area more accessible and people-friendly and includes integrating open space and pedestrian area surrounding the Downtown such as the San Lorenzo River, Post Office Plaza, Town Clock, Scope Park, Adobe State Historic Park, Mission Plaza Park, Civic Center, County Government Center. The Recovery Plan also recognizes the major public open space found in the streets of downtown, and aims to reinforce their pedestrian-oriented nature.

3. Preserving and Enhancing the Distinctive Scale and Character of Downtown

The Downtown Recovery Plan strives to foster individuality and diversity in new buildings and strike a balance between pedestrian scale and amenities, and achieving a development density and intensity characteristic of a vital downtown center.

4. Strengthening Downtown as a Place to Live

The Plan recognizes that a successful downtown must have people present 24 hours a day. This means people living downtown and enjoying the diversity of shopping and social activities. To achieve this, the Recovery Plan calls for open space and pedestrian linkages between downtown and adjacent neighborhoods and also identifies several opportunity sites for major housing development along the San Lorenzo River and in the South-of Laurel and other areas in the Downtown.

5. Strengthening Downtown as a Place of Local and Regional Employment

The Recovery Plan reemphasizes the potential of the downtown as a regional employment center, especially for office-type employment, where employees can take advantage of several transportation systems, retail and cultural activities that also which converge in the downtown.

6. Creating a Strong Relationship between Downtown and the Beach

The Recovery Plan emphasizes the desirability of enhancing connections between the Downtown and several areas throughout the City such as the Beach to enhance the recreational and shopping opportunities for residents and visitors.

B. BACKGROUND

The boundaries of the Downtown Recovery Plan include the San Lorenzo River, Water, River, North Pacific, Laurel Street and Center and Cedar streets. The Recovery Plan calls for the creation of a balanced mixture of uses that will reinforce Downtown Santa Cruz as a place of commerce, culture and recreation. The Recovery Plan envisions Downtown as a place that people choose to go to meet friends; a place that naturally and spontaneously accommodates civic events; and a place where people live and work. Because of the desire to create a mixed-use environment that includes a vertical as well as a horizontal mix of uses, there are no distinct land-use zones within the Downtown. Rather, four subareas, each with their own distinct characteristics, have been identified and include: the Pacific Avenue Retail District, Front Street/Riverfront Corridor, Cedar Street "Village" District, and North Pacific Area. Development standards pertaining to height, bulk and design differ within each of these areas. (See Map ASP-7)

The Downtown Recovery Plan is adopted as a Specific Plan according to State law which requires that development and other actions in the Downtown area be consistent with it. Chapter 4 of the Recovery Plan, entitled Development Standards and Design Guidelines, has also been adopted into the City's Zoning Ordinance, making them requirements for future development.

MAP ASP-7: DOWNTOWN RECOVERY PLAN

The City of Santa Cruz, California



LEGEND

NORTH PACIFIC AREA

- Intensify as mixed-use downtown support area
- Ground level commercial uses
- Upper level residential or office
- All parking required on site

PACIFIC AVENUE RETAIL DISTRICT

- Intensify Pacific Avenue corridor as active mixed-use pedestrian district
- Active ground level uses (retail, restaurant, theater, gallery, etc.)
- Upper level residential or office
- Limit/ discourage on-site parking/ consolidate in city facilities

CEDAR STREET VILLAGE CORRIDOR

- Preserve/ enhance informal village character of Cedar St.
- Ground level commercial or residential uses
- Upper level residential office or parking
- Residential parking on site

FRONT STREET/ RIVERFRONT

- Create more positive land use linkages between downtown and river
- Upper level residential south of Soquel, east of Front
- Ground level commercial uses (retail, restaurant, office)
- Upper level residential, office, or parking in remaining area

Source: Downtown Recovery Plan,1992

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COMMUNITY DESIGN

1.1 Preserve and enhance the distinctive scale and character of downtown Santa Cruz. (DRP, p. 15)

1.1.1 Maintain the predominantly two to three-story form and character of downtown through height limits of 35 feet west of Cedar Street and north of Water Street, and 55 feet in the remainder of the downtown. (DRP, p. 15)

1.1.2 Allow additional height to 75 feet in the downtown core, under specific conditions that ensure appropriate transitions to architecturally significant buildings and maintain solar access. (DRP, p. 15)

1.1.3 Allow additional height in the North Pacific area to 15 feet, subject to urban design considerations and maintenance of views to Mission Hill. (DRP, p. 15)

1.1.4 Adopt urban design guidelines that reinforce: the unique townscape character of Santa Cruz; the incremental pattern of development; the pedestrian environment; and the human scale and quality of buildings. (DRP, p. 15)

1.1.5 Require that new development strive to achieve an "optimum state" of accessibility, beginning with compliance with both the State of California's Title 21 Accessibility Requirements and the Uniform Federal Accessibility Standards (UFAS). (DRP, p. 15)

1.2 Improve Pacific Avenue as the downtown's major public gathering place, and as a viable retailing street. (DRP, p. 18)

1.2.1 Introduce, north of Cathcart, an asymmetrical cross section that provides for a wider (20 to 25 feet) sidewalk on the sunnier, west-facing side of the street to support a diversity of activities, and a comfortable promenading sidewalk (12 to 15 feet) on the east-facing side. (DRP, p. 18)

1.2.2 Introduce, south of Cathcart, a landscaped median to reinforce the continuity and sense of place in this area. (DRP, p. 18)

1.2.3 Maintain a strong sense of visual and pedestrian continuity along the entire length of the street. (DRP, p. 18)

1.2.4 Provide unobstructed access to all citizens, in compliance with Uniform Federal Accessibility Standards and State Title 24 Accessibility requirements. (DRP, p. 18)

1.2.5 Introduce a consistent treatment of boulevard trees along the length of the street that is high-branching, light in appearance, and suitable to urban environments. (DRP, p. 18)

1.2.6 Provide decorative pedestrian-scaled lighting that can support banners and holiday decorations.(DRP, p. 18)

1.2.7 Introduce public seating in conjunction with other activities (e.g., retail kiosks) at the key "T" intersections along Pacific Avenue. (DRP, p. 18)

1.2.8 Introduce ground-level planting at the "T" intersections and on the median south of Cathcart. (DRP, p. 18)

1.2.9 Allow for the extension of cafe and retail uses within the public right-of-way, subject to design standards and management guidelines. (DRP, p. 18)

1.3 Introduce streetscape improvements on other downtown streets to improve one's sense of arrival and the cohesiveness of the district. (DRP, p. 19)

1.3.1 Maintain and expand, to the maximum extent practical, sidewalks along east-west streets in the downtown. (DRP, p. 19)

1.3.2 Create distinctive landscape/streetscape along major east-west gateway streets/avenues and bridges (e.g., Water, Soquel, Laurel). (DRP, p. 19)

1.3.3 Enhance the Front Street/River Street corridor with consistent streetscape treatment from the highway to the Beach. (DRP, p. 19)

LAND USE

2.1 Intensify downtown Santa Cruz as the principal retail, restaurant, and commercial district of the City and region. (DRP, p. 14)

2.1.1 Require continuity of active ground-level uses (retail, restaurant, cultural, etc.) along Pacific Avenue. (DRP, p. 14)

2.1.2 Create a distinctive and active pedestrian environment that supports the downtown retail district as a unique destination. (DRP, p. 14)

2.1.3 Maximize opportunities for outdoor eating to reinforce the downtown as a food and entertainment destination. (DRP, p. 14)

2.1.4 Maintain and encourage local-serving support retail uses along Cedar and Front streets. (DRP, p. 14)

2.1.5 Create a Central Retail Management entity, responsible for retail recruitment, retention, and the management of the downtown district. (DRP, p. 14)

2.2 Create significant new housing opportunities within the downtown area. (DRP, p. 14)

2.2.1 Expand the existing High Density Overlay Zone to include all areas of the downtown east of Cedar Street. (DRP, p. 14)

2.2.2 Permit/encourage housing as a principal upper-level use throughout the downtown. (DRP, p. 14)

2.2.3 Encourage redevelopment of the riverfront between Soquel Avenue and Laurel Street for mixed-use development, with required upper-level residential uses. (DRP, p. 14)

2.2.4 Encourage future redevelopment of the Long's-Zanotto's site for mixed-use development, with required upper-level residential uses. (DRP, p. 14)

2.2.5 Consider reuse of portions of City parking lots for residential redevelopment as replacement parking is provided in new structures. (DRP, p. 14)

2.2.6 Encourage replacement of SRO units throughout downtown. Limit size of SRO development to 60 units. (DRP, p. 14)

2.2.7 Encourage future redevelopment of south of Laurel area as mixed-use residential neighborhood. (DRP, p. 14)

2.2.8 Establish a comprehensive housing implementation strategy for the delivery of market-rate and affordable housing in the downtown. (DRP, p. 14)

2.3 Concentrate and intensify office development within the downtown. (DRP, p. 15)

2.3.1 Permit/encourage office use as a principal upper-level use, except in the designated areas where residential is required. (DRP, p. 15)

2.3.2 Allow for additional height and intensity at the core of downtown (north of Cathcart along Pacific Avenue) to attract office development. (DRP, p. 15)

2.3.3 Discourage major speculative office development in other parts of the city that would most appropriately locate in downtown. (DRP, p. 15)

2.3.4 Coordinate with office developers for the provision of office parking that reinforces the overall objective of the Parking District. (DRP, p. 15)

CIRCULATION

3.1 Improve vehicular circulation patterns in a way that conveys a feeling of convenience and orientation, and that reinforces the pedestrian character of the downtown. (DRP, p. 15)

3.1.1 Design Pacific Avenue to allow for traffic to enter the downtown from both Water Street at the north and Cathcart Street on the south. (DRP, p. 15)

3.1.2 Design Pacific Avenue between Water and Cathcart to allow for maximum operational flexibility, as described in the Circulation Plan. (DRP, p. 15)

3.1.3 Reconfigure intersections at River Street and South River Streets and at River and Front streets to promote the Front Street/River Street corridor as a principal north-south collector in the downtown. (DRP, p. 16)

3.1.4 Consider creation of an east-west local roadway between Front and South River Streets in conjunction with future redevelopment of the Long's Zanotto's property. (DRP, p. 16)

3.1.5 Consider creation of an east-west local roadway between Cedar and Center streets in conjunction with future redevelopment of the City parking lot between Lincoln and Cathcart streets. (DRP, p. 16)

3.1.6 Maintain and enhance existing service alleys to promote rear service and to create attractive pedestrian ways. (DRP, p. 16)

3.1.7 Extend the system of service alleys as part of redevelopment, to the maximum extent possible. (DRP, p. 16)

3.1.8 Control service and loading from Pacific Avenue by limiting it to non-peak business hours. (DRP, p. 16)

3.2 Provide convenient and accessible parking in the downtown. (DRP, p. 16)

3.2.1 Maintain the Parking District as the principal method of providing parking in the downtown (south of Water Street). (DRP, p. 16)

3.2.2 Maximize curbside parallel parking along Pacific Avenue to reinforce the feeling of a convenient and accessible downtown. (DRP, p. 16)

3.2.3 Maintain, to the maximum extent possible, on-street parking on other streets within the downtown. (DRP, p. 16)

3.2.4 Consolidate public and private properties to reinforce and expand the existing system of off-street parking along Cedar and Front streets. (DRP, p. 16)

3.2.5 Provide ample and secure bike parking along Pacific Avenue and within existing and planned parking structures. (DRP, p. 17)

3.3 Provide for the efficient operation of transit in the downtown to reduce the impacts of the automobile and reinforce the pedestrian environment. (DRP, p. 16)

3.3.1 Provide for continued safe and efficient bus access to the Metro Center from Pacific Avenue. (DRP, p. 16)

3.3.2 Introduce a rubber-tired "trolley" service to provide a transit linkage between downtown and the Beach. (DRP, p. 16)



3.3.3 Design Pacific Avenue to be able to accommodate a future fixed rail trolley or light rail vehicle within the roadway. (DRP, p. 16)

3.3.4 Consider and explore strategies for inter-city rail service to downtown Santa Cruz. (DRP, p. 17)

3.3.5 Maintain inter-city (e.g. Greyhound) bus service in the downtown, either in the existing facility or as part of a consolidated facility within the Metro Center. (DRP, p. 17)

3.4 Maintain and enhance the existing system of bike routes within the downtown. (DRP, p. 17)

3.4.1 Improve the San Lorenzo River as an exclusive Class 1 bike route. (DRP, p. 17)

3.4.2 Add Cathcart, River and Lincoln Streets to the system of posted bike routes in the downtown. (DRP, p. 17)

3.4.3 Design Soquel and Walnut Avenues, and Lincoln and Cathcart streets, to have dedicated bike lanes installed. (DRP, p. 17)

3.5 Strengthen pedestrian access to and movement within the downtown. (DRP, p. 17)

3.5.1 Improve Pacific Avenue as the primary pedestrian corridor in the downtown, with minimum sidewalk widths of 12 feet. (DRP, p. 17)

3.5.2 Improve the San Lorenzo Riverfront as an exclusive pedestrian corridor between the Beach and the downtown. (DRP, p. 17)

3.5.3 Improve Cathcart Street as an east-west pedestrian linkage between the river, Pacific Avenue, and downtown neighborhoods. (DRP, p. 17)

3.5.4 Strengthen the pedestrian linkage between downtown and San Lorenzo Park with short-term streetscape improvements at the Galleria and the western landing of the pedestrian bridge; and longer-term improvements, including an east-west roadway through Long's Zanotto's and an expanded pedestrian bridge. (DRP, p. 17)

3.5.5 Strengthen the pedestrian linkage to neighborhoods east of the river through a new pedestrian bridge between Soquel and Laurel Street connecting to the Metro Center. (DRP, p. 17)

3.5.6 Improve pedestrian linkages between Downtown and Mission Hill through an expanded Scope Park and stair linkage. (DRP, p. 17)

3.5.7 Enhance pedestrian linkages to Beach Hill and the Beach through streetscape improvements along Cliff Street and the stairways leading to Pacific Avenue (at Third Street) and the riverfront (at Cliff Street). (DRP, p. 17)

COMMUNITY FACILITIES AND SERVICES

4.1 Coordinate with existing property owners to resolve problems of exposed garbage areas through centralized garbage facilities. (DRP, p. 16)

PARKS AND RECREATION

5.1 Create additional open space opportunities in the downtown that have meaning and significance. (DRP, p. 18)

5.1.1 Create a riverfront park at the foot of Cathcart Street to reinforce public access to, and use of, the river. (DRP, p. 18)

5.1.2 Enhance open space opportunities at the northern tip of Pacific Avenue to accentuate the gateway role of this area and reinforce the significance of the Post Office and Town Clock. (DRP, p. 18)

5.1.3 Create a new park on the existing parking lot north of the planned Locust Street garage and along Plaza Lane. (DRP, p. 18)

5.1.4 Consider the creation of a more active public gathering space within the Civic Center area. (DRP, p. 19)

LIGHTHOUSE FIELD STATE BEACH PLAN SUMMARY

Adopted September 1984

A. INTRODUCTION

Lighthouse Field State Beach is located on the northern coast of Santa Cruz County in a residential area within the City of Santa Cruz approximately a mile southwest of Downtown. The site is comprised of two distinct sections — a partially wooded 36-acre field and a coastal cliff zone approximately 4,200 feet long which focuses on a .75-acre city park at Lighthouse Point. The entire site is in public ownership with the exception of a small parcel at the east side, which has a public recreation easement.

Access is by West Cliff Drive, which traverses the park and divides the two sections. A regional pedestrian/bicycle path crosses the site along the south side of the West Cliff Drive. Santa Cruz Metropolitan Transit District bus route 7 has a stop at Lighthouse and Pelton on the north side of the park.

The outstanding natural visual qualities of Lighthouse Field State Beach provide a dramatic contrast to the increasing urban development in this coastal community. Beside the ocean vistas and mountain views of the Monterey Bay, the park offers a wide variety of cultural and natural features including beaches, surfing areas, seal and seabird habitat, cliffs, a Surfer Museum, groves of Monterey cypress, and a historic field. On a summer weekend, the park is a gathering point for sightseers, surfers, joggers, skaters, photographers, and local residents out for a stroll.

Lighthouse Field State Beach is a combination of State and City lands that is operated under a joint City and County of Santa Cruz operations and maintenance agreement with the State.

B. BACKGROUND

The Lighthouse Field State Beach Plan is broken down into the following sections: Resource Element, Land Use and Facilities Element, Interpretive Element, Operational Element, Environmental Impact Element, and a Concession Element.

The Resource Element is a summary of the natural and cultural resources of the area, and sets the management policies for protection and use of these resources. The Land Use and Facilities Element describes current and proposed land use and relevant planning issues, and describes proposed facilities and programs. The Operations and Interpretive Elements describe specific operational requirements and interpretive programs of the park. The Concession Element evaluates existing concession activity and looks at potential for additional visitor services and revenues. The Environmental Impact Element provides an environmental assessment as described in the other Plan elements.

The following list of plan objectives for Lighthouse Field State Beach were determined through the efforts of the Lighthouse Field Committee, public workshops, and City, County and State Parks Department staff review:

1. To provide a park with minimum development and minimum maintenance costs.

2. To preserve and protect the open space and enhance the natural qualities of the field. Clean it up and reduce the attractive nuisance.

3. To preserve and enhance coastal views.

4. To provide limited recreational development at Lighthouse Point; turf, restroom, Interpretive Center, parking, picnic, Surfer Changing Area.

5. To protect the neighborhood.

6. To improve access from the cliffs.

7. To eliminate the continuous parking along West Cliff Rice and provide a limited (224) number of parking spaces in pull-offs and buffered lots.

8. To deal with cliff erosion.

9. To improve the amenities at the State Beach: benches, trash receptacles, signing, fencing, lighting, picnic facilities.

10. To improve safety for pedestrian and traffic at West Cliff Drive.

The diverse preservation and recreation goals inherent at Lighthouse Field State Beach are addressed in two zones, a field zone and a coastal zone, with specified use intensities. (See Map ASP-8 and Table ASP-9 for Use Intensities.)

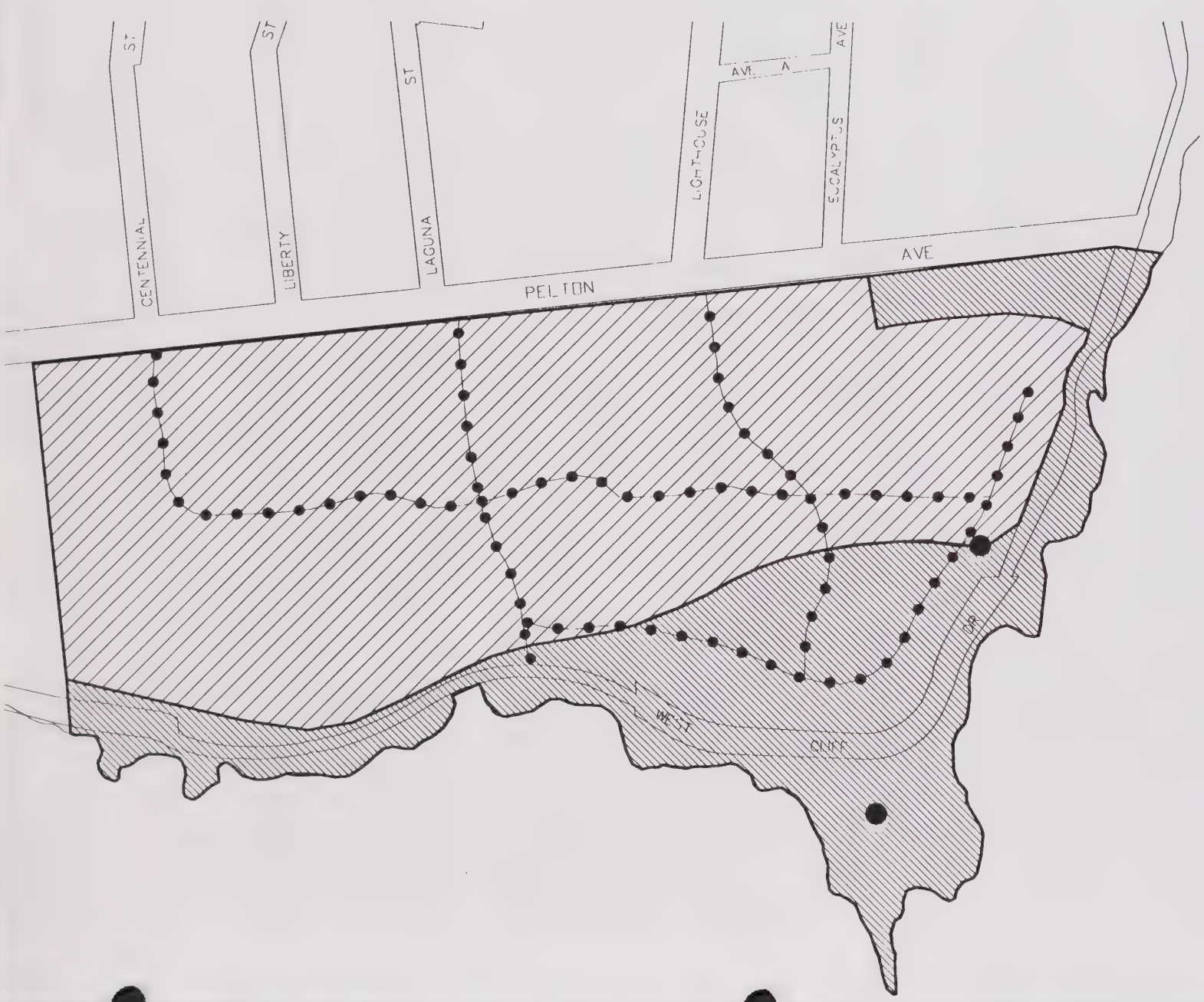
Field Zone (Natural Area). Low-intensity use, 32-acre area dealt with in a Resource Management Program which sets policy guidelines for the preservation and perpetuation of the native plant and wildlife population. No concentrated use activities shall be permitted in the field, only informal paths and interpretive trails. This low-use zone will be adequately buffered from higher-intensity use areas across West Cliff Drive.

Coastal Zone (Coastal Recreation Area). Moderate to high intensity use zone (as defined in the Use Intensity Diagram) comprising the area cliffside of the road and concentrated at Lighthouse Point with turf by a Lighthouse Interpretive Center/Concession and Restroom facility. Also included within this use zone are the parking lots and pull-offs as part of an overall circulation plan providing 224 permanent marked parking stalls.

Land use elements and visitor support facilities proposed in the Lighthouse Field General Plan are also summarized below:

MAP ASP-8: LIGHTHOUSE FIELD STATE BEACH LAND INTENSITY DIAGRAM

The City of Santa Cruz, California





LEGEND

- TRAILS
- LOW INTENSITY LAND USE AREA
- MODERATE INTENSITY LAND USE AREA
- HIGH INTENSITY LAND USE AREA

Source: City of Santa Cruz Planning Department, 1992



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Table ASP-9

West Cliff Drive. Retains its present alignment with two new parking areas and a future access road which helps separate the enlarged turf area from the Field Zone. Continuous curb fieldside of the road to keep out vehicles. Controlled and lighted pedestrian crossings. Pelton to be one-way from Eucalyptus to West Cliff Drive.

Parking. Provide 224 spaces in three new buffered parking lots and two fieldside pull-offs, and 50 spaces in two temporary cliffside parking areas. This will eliminate continuous parking along West Cliff Drive. Parking areas include: Fieldside Lot at northeast entry (80 spaces), Lighthouse Lot (38 spaces), Beach Lot (48 spaces), Existing surfer/View pull-off parking (15 spaces), Existing Beach/View pull-off parking (43 spaces). Uncontrolled fieldside pull-off parking is eliminated with the addition of a fieldside curb along the road.

Lighthouse Field Land-Use Intensities

Low-Intensity Uses — Categories of uses which fall in this category include nature observation, hiking trails, and interpretive trails. (See Lighthouse Field Plan, pages 45 to 46 for a detailed description of uses.)

Moderate-Intensity Uses — Moderate intensity uses include parking and active recreation uses. The retention of West Cliff Drive in its current alignment will not affect the amount of area devoted to moderate intensity uses, but divide this area between those areas focused on Lighthouse Point in picnic and informal play area, and other uses which will now be located north of West Cliff Drive. The parking previously associated with the realignment will be redistributed through the retention of the parking as it currently exists at Lighthouse Point, and construction of additional parking to serve the moderate-intensity use area north of West Cliff Drive. (See Lighthouse Field Plan, pages 46 to 53 for a detailed description of uses.)

High-Intensity Uses — High-intensity uses proposed as part of the Lighthouse Field State Beach General Plan include the expansion of the Lighthouse Museum, an interpretive center, and a restroom. The location of these uses is shown on page 35 of the Lighthouse Field State Beach General Plan. (See Lighthouse Field Plan, pages 53 to 54 for a detailed description of uses.)

Trails. Low-key trail configuration within the Field (4,800 linear feet) to remain under the management guidelines. Pedestrian/bike path (10-foot wide asphalt section, 3,000 linear feet) on the cliffside of the road to remain except for some realignment to provide access to the parking/picnic areas and Lighthouse. Interpretive pathway spurs (300 linear feet) lead from the coastal ped/bike path to seal and seabird observation areas. Total coastal trails: 8,700 lineal feet.

Planting. Some new planting of native trees, shrubs, and grasses enhancing existing planting within the field as outlined in the management program. Irrigated grass areas added by the Lighthouse and new planting at the cliff edge for accent and erosion control. Preserve existing Monterey Cypress.

Picnic Area. Picnic facilities at 60 informal sites in turf area between parking and the Lighthouse. Existing grove of trees provide shade and defines view while buffering the picnic area from the field preservation zone.

Lighthouse Interpretive Center/Concession and Restroom. One small existing Concession and Interpretive Center at the existing Lighthouse Museum (447 sq. ft.) with allowance for

appropriate future concession and interpretive considerations. One restroom facility (750 sq. ft.) added at the active turf area adjacent to access from West Cliff Drive between the Beach and Lighthouse parking lots. Portable toilets will be available at peak-use periods and special events.

Gateways. Entry signs of appropriate character consistent with other park furniture will be placed at the east and west entrances of the park along West Cliff Drive.

Amenities. All amenities shall be thought of as a family of park furniture and equipment, consistent in design, material and color. Amenities include: benches (wood with backs) at viewpoints along the cliff and at the turf area; fencing (wood with wire mesh) at dangerous cliffside locations; lighting (street lights, stair lights and building security lights) at crosswalks, stairs and buildings; stair improvements at Steamer Lane surfing area and beach area west of the Lighthouse; trash receptacles throughout the State Beach; bike racks, drinking fountains, and telephones will be provided at appropriate places along the pedestrian/bicycle path; signing, graphics and pavement striping.

Day Use. Lighthouse Field State Beach is a day-use facility only, no overnight parking or camping due to its location adjacent to a residential area. Also, no formalized recreational playfields are provided since such improvements are attractions in themselves and therefore inappropriate in the State Park System. These facilities do not directly enhance the public's enjoyment of the natural, scenic, cultural or ecological values of this coastal resource.

Operations. A seven-day-a-week maintenance worker will staff the park during day-time operations. Security will be provided by the local Police Department. As a condition of the 1978 purchase of the 36-acre field by the State of California, an Operations Agreement was signed between the State of California and City and County of Santa Cruz whereby the City and County assume responsibility for planning, construction and management of the State Beach.

C. LIGHTHOUSE FIELD STATE BEACH (LF) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

1.1 Aggressively invading exotic (non-native) vegetation shall be removed except in those areas where it is perpetuated for resource management reasons. (LF, p. 30)

1.1.1 Systematic removal of pampas grass (cortaderia atacamensis), blue-gum seedlings (Eucalyptus globulus) and milk thistle (Silybum marianum) should be given first priority. (LF, pp. 30 and 97)

1.1.2 Removal should be accomplished by physically removing these plants prior to setting seed in the spring. (LF, p. 30)

1.1.3 Herbicides should be used only in accordance with City and State Parks policies. (LF, p. 30)

1.2 Native vegetation and drought-tolerant groundcovers, shrubs, trees) shall be planted around parking and picnic areas and where exotic species have been removed. (LF, pp. 30 and 97)

1.2.1 A list of potential species for revegetation should be established to ensure compatibility of selected plants with the environment (see Native Plant Species with High Potential for Use at Lighthouse Field State Beach for a representative list). Irrigated turf areas should be the only exception to this policy. (LF, p. 30)

1.3 The existing mature Monterey Cypress trees within the moderate intensity use areas (primarily road margins, picnic and turf areas) shall be maintained to reduce the hazards of falling limbs and/or the falling of diseased trees. (LF, pp. 30 and 97)

1.3.1 The trees should be inspected and evaluated at least once a year by an experiences forester. (LF, p. 30)

1.3.2 Pruning, trimming and tree removal should be performed as necessary to ensure safe conditions and increase the lifespan of existing trees. (LF, p. 30)

1.3.3 Removed trees should be replaced with native species selected for compatibility with the coastal environment and the public use area. (LF, p. 31)

1.4 The existing grassland, shrubs and trees on the interior portions of Lighthouse Field shall generally be allowed to undergo natural succession. However initially, limited numbers of young Monterey cypress shall be planted to replace currently declining cypress trees. (LF, p. 31)

1.4.1 No vegetation removal (other than problem exotic species) should occur in this area. (LF p. 31)

1.4.2 Trees should not be trimmed, pruned or removed. (LF p. 31)

1.4.3 Initial planting of replacement cypress trees should be made as soon as possible. (LF p. 31)

1.4.4 Fallen trees should be allowed to undergo natural decomposition. (LF p. 31)

1.4.5 The grassland area should not be mowed. (LF p. 31)

1.4.6 A fire management plan should be developed which incudes prevention measures, fuel management, visitor evacuation and safety and acceptable fire fighting procedures. (LF p. 31)

1.5 Natural wildlife populations shall be protected and perpetuated. (LF p. 31)

1.5.1 Low-key interpretive trails with signs should be installed and maintained to inform the public about wildlife which exists at the site and to encourage respect for that wildlife. (LF p. 31)

1.5.2 The taking or removal of any terrestrial or marine life forms should be prohibited. (LF p. 31)

1.5.3 Pets should be restricted to leashes. (LF p. 31)

1.5.4 Prior to construction activity along West Cliff Drive, the California Department of Fish and Game should verify that proposed activities will not significantly alter the black swift's nesting site. In addition, no construction work should be done in the cliff area during the nesting season from May to August. (LF p. 100)

COMMUNITY DESIGN

2.1 The dramatic views from West Cliff Drive shall remain unimpaired and unobstructed by vegetation, structures or accumulated refuse. (LF p. 31)

2.1.1 All utilities should be placed underground. (LF p. 31)

2.1.2 Vegetation should be selected which will not attain heights whereby views are obstructed. (LF p. 31)

2.1.3 Litter and trash removal should be performed as necessary. (LF p. 31)

LAND USE

3.1 No concentrated use activities shall be permitted in the low-use intensity area. (LF p. 33)

3.2 Bicycling, roller skating, and parking shall be confined to the moderate- and high-use areas. (LF p. 33)

3.3 The low-use intensity area shall be adequately buffered from the higher-intensity use areas. (LF p. 33)

3.4 Preservation of the scenic natural features of field and coast are the primary objectives of the Lighthouse Field site and any proposed concession facilities must be compatible with these objectives and with surrounding residential neighborhoods. (LF p. 87)

COMMUNITY FACILITIES AND SERVICES

4.1 Stormwater runoff shall be conveyed primarily via existing surface channels on the site with provisions for sufficient culvert capacity beneath West Cliff Drive for direct discharge into the ocean. (LF p. 29)

4.1.1 The existing surface channels and the culverts beneath West Cliff Drive should be maintained by removing accumulated debris prior to the rainy season. (LF p. 29)

4.1.2 The established willows and other native species which thrive in near-saturated soils should be encouraged by allowing natural propagation in the swales and drainage channels. (LF p. 29)

4.1.3 The stormwater runoff from the neighborhoods north of Pelton Avenue should continue to flow into the surface channels on the site. No curbs or culverts should be installed along the south side of Pelton.) (LF pp. 29 and 62)

4.1.4 When necessary, the culvert discharge pipes on the ocean bluffs should be replaced to minimize the erosive force of falling water and to present an aesthetically pleasing view of the coastal bluffs. Vertical pipes concealed among the rock sand cliff vegetation should be investigated as an alternative to the existing discharge pipes protruding from the bluffs. (LF pp. 29 and 101)

4.2 Any new water and sewer lines should be placed in the same trench to minimize soil and vegetation disturbances (subject to Public Works Department standards). (LF pp. 61 and 101)

4.3 Develop a regular maintenance schedule for solid waste removal to ensure sanitary conditions throughout the site. This includes the placement of trash receptacles at high-intensity use areas. (LF p. 101)

4.4 New cable for pedestrian lighting at stairs should be underground, as with any street lighting at pedestrian crosswalks. The power needs for the Lighthouse Museum/Interpretive Center/Restroom may be met through the use of wind generators or solar photovoltaic cells. (LF pp. 61 and 62)

SAFETY

5.1 Hazardous geologic formations (i.e., coastal bluffs) shall be posted and/or and hazard reduced to enable the public to use the areas in reasonable safety. (LF p. 29)

5.1.1 Safety fences and hazard warning signs should be placed and maintained frequently to ensure public safety. (LF pp. 29 and 97)

5.1.2 Particularly hazardous areas where adequate safety measures cannot be provided should be posted and designated as off-limits. (LF p. 29)

5.1.3 Signs should be provided directing the public to stairs which descend the coastal bluffs to the beach. (LF p. 29)

5.2 Setback of circulation routes may be necessary if erosion continues at the coastal bluffs near roadway and pedestrian/bicycle paths. (LF p. 97)

5.3 Additional rip-rap shall be placed at the base of eroding coastal bluffs only when deemed necessary to reduce a severe erosion hazard. (LF p. 30)

5.3.1 Inspection and maintenance of previously placed rip-rap should be accomplished on a regular basis. (LF p. 30)

5.3.2 If additional rip-rap is necessary, the rock used should be chosen for its durability as well as its color so that it blends into the surroundings. (LF p. 30)

5.3.3 Native groundcover vegetation should be planted on coastal bluffs where soils are exposed. (See Native Plant Species with High Potential for Use at Lighthouse Field State Beach for representative list.) (LF p. 30)

D. LIGHTHOUSE FIELD AMENITIES AND SAFETY GUIDELINES

Benches. Wood benches with backs are to be placed along the trails at viewing or activity areas.

Bicycle Racks. Bike racks should be placed close to the building to minimize detractions from the views here. Other locations may be appropriate for bike racks along nodes at the cliffside pedestrian/bike path. (LF p. 58)

Drinking Fountains. One drinking fountain will be located at the Lighthouse Museum Expansion and at the Restroom. The fountain will be attached to the building faces restroom in order to cut down on the number of free-standing elements which may detract from views at Lighthouse Point. The fountain will be accessible for handicapped persons and children. (LF p. 57)

Entry Sign/Gateways. Entry signs will act as gateways at both east and west end of Lighthouse Field State Beach at West Cliff Drive. The signs are to be in the same style as the other park furniture. (LF p. 57)

Fencing. Where West Cliff Drive, the Pedestrian/Bicycle Path or Interpretive Trail Loops are located close to abrupt, eroded or dangerous cliff edges, fencing will be required. Wood-frame and wire fencing, similar to Natural Bridges, is proposed for Lighthouse Field State Beach. The open, see-through quality of the wire mesh is preferable to heavy or solid fencing which detracts from ocean vistas. (LF p. 58)

Hiking Trails. The hiking trail network will follow the existing packed earth pathways. Trails will be limited to pedestrian traffic only. Bikes, skateboards, and rollerskate traffic will be encouraged to use the cliffside trail. (LF p. 45)

Interpretive Center. Any future interpretive facility deemed necessary should minimize its impact as a structure in this exposed park with appropriate buffering and sensitive siting. The possibility of using on-site energy generation by wind generators and/or solar photovoltaic cells should be explored. Generally, any development or addition to Lighthouse Field should be as energy-efficient as possible. (See Interpretive Element for further discussion.) (LF, p. 54)

Interpretive Markers. As part of the Interpretive Program proposed, markers with illustrations and information about natural and cultural features of the site will be placed

at specific points along the pathways and interpretive trails and loops. These markers should be coordinated in design with the signing and other site amenities. (LF p. 58)

Interpretive Trails. Portions of the hiking trail network within the field will be used for interpretive trail purposes. The purpose of these special trails is to provide an opportunity for the park visitor to experience the diverse resources of the field. The field interpretive trails will be linked with a cliffside interpretive trail in a loop system emphasizing the differences in Field and Coastal Zone ecologies. Trails will have interpretive signing pointing out significant natural and cultural features of the park. The cliffside interpretive trail follows the Coastal Pedestrian/Bike Path with short loop trails to scenic overlooks at the seal and seabird habitats. (See Interpretive Element.) (LF p. 46)

Lighting. Street lighting of tall standards (24 to 30 feet) with several galvanized metal pole "cobra-head" luminairs should be avoided in the placement of new fixtures because the cliffside pole detracts from ocean vistas. The most important place for new street lighting is at the three pedestrian crossings on West Cliff Drive and parking lots. Wherever possible, these standards should try to do double duty (crosswalk lighting spilling into parking areas). The number of street lighting standards should be kept to a minimum for safety, to avoid visual clutter of these vertical elements on an essentially flat site. The street lighting fixtures are to be of a controlled cut-off type which projects light downward and the source cannot be seen from a moderate distance. (LF p. 59) Stair lighting should be kept to a minimum to prevent daytime visual clutter of vertical elements. Stair lighting is proposed to be a bollard light, 42 inches high. Stair lighting will occur only at stair accessways for safety. (LF p. 59)

Parking. Parking facilities at Lighthouse Field State Beach will be provided along West Cliff Drive in defined lots and curbed pull-in spaces. (LF pp. 46-51) Continuous informal parking along the fieldside will be eliminated with the construction of a fieldside curb. The objectives of the new parking plan are:

1. To create a pedestrian-oriented experience in the park instead of the visual clutter of a linear parking strip along the road.

2. To group automobiles in efficient buffered lots (90 degree stalls), improving the driving experience for visitors along West Cliff Drive by reducing continuous roadside parking.

3. To limit the traffic conflicts associated with continuous pull-off parking on traffic flow and pedestrian crossings. Fewer entrances and exists, while reducing the number of conflicts in turning movements (especially the left-hand turn against traffic) also makes an opportunity for marked and well-lighted pedestrian crossings.

4. To be able to control the hours of parking and the use of gates at lot entrances as is done at the existing Lighthouse Lot.

5. To provide designated parking for all park users: visitors to beach, picnic, restroom, Lighthouse, ocean and surfing views, field.

6. To provide for easy accessibility to parking areas, all lots will have two-way circulation and right-angle parking. this configuration will also provide the most number of parking stalls within a limited area, thereby reducing the amount of paved surface at the park.

7. To buffer all parking lots, thereby lessening the impact of asphalt and automobiles. These buffers will have an approximate height of three feet, allowing people in autos to see available spaces in the lot while driving along the cliff road. Also, all buffers will be low enough for policy surveillance of parking areas.

Local Art. As part of the overall amenities which should be included at Lighthouse Field State Beach, local art needs to be considered. Local art is defined as a wide variety of art concepts, such as murals or sculptures which reflect the setting and/or give opportunities for local artists to exhibit their work. This art work can also be interpreted as art which is incorporated in designs developed for park facilities by the architect. (LF, p. 58)

Picnic Sites. Picnic sites will consist of undesignated areas for informal blanket picnics and designated areas with wood picnic tables, wood benches and trash receptacles. There will be no permanent barbecues or grills. Wood picnic tables compatible in design with the wood benches will be located at the picnic site as proposed in the Moderate-use Intensity Facilities section. (LF pp. 53 and 57)

Signing. The regulatory and warning signs required along the cliffs and field should be designed to fit into the family of site markers and furniture (wood standards and sign faces) and carefully sited to fulfill their function and not detract from views. (LF p. 58 and 59)

Stair Accessways. Stairs should be made of wood which integrates with the wood fencing, have comfortably-spaced landings and have lighting for safety. (LF, p. 59)

Surfer Changing Area. A hedge maze, located on the turf side of the coastal bluff at the northern edges of the existing tree grove would provide a semi-private area for this purpose. The maze, planting over-staked with wire mesh, should be shaped in plan to have overlaps at the entrances. The height should allow for police surveillance. (LF p. 53)

Telephones. Public telephones should be considered as part of the amenities at the Interpretive Center and Restroom. (LF pp. 57 and 58)

Trash Receptacles. As part of the campaign to clean up the field and coastal zone, trash receptacles will be distributed at convenient sites around the park. The receptacles will be durable but inexpensive. Give consideration to recycling needs for separation of materials. (LF p. 57)

MOORE CREEK CORRIDOR ACCESS AND MANAGEMENT PLAN

Adopted November 1987

A. INTRODUCTION

Moore Creek is an intermittent stream that lies at the west boundary of the City. It has its beginnings on the UCSC campus and flows into a coastal lagoon at Natural Bridges State Park. Its watershed is largely undeveloped, and the creek's physical isolation from the surrounding urbanized area by steep slopes gives the Moore Creek Corridor a unique wilderness feeling, unmatched in the City limits. Flora and fauna are abundant in the canyon which provides an important wildlife corridor and ecological link between the open lands of the University and Natural Bridges State Park. The Moore Creek Corridor Access and Management Plan was developed to provide the policy and action plan necessary to ensure the protection of this unique natural area while making it more accessible to passive recreational uses.

B. BACKGROUND

The natural history of the Moore Creek area points to the need to minimize environmental disturbance of the canyon by controls on adjacent development, land-use activities, and access. Soils on the steep slopes that border Moore Creek are highly susceptible to erosion. Intensive use of or vegetation removal on these steeply sloped areas can adversely impact Moore Creek and Antonelli Pond through increased sedimentation. Weak soil conditions may give rise to landslides and slumping problems. Studies of the area have located areas of potential soil creep in the east and west facing slopes in the Moore Creek Canyon north of Meder Street. Moore Creek Canyon also contains a variety of plant communities that play an important role in relation to the local climate to moisture absorption which decreases slope erosion and to the local wildlife in providing habitat and supporting a complex food web.

Due to existing development patterns and physical accessibility, the Moore Creek Corridor Plan focuses on providing access, and applying management programs to the east branch of Moore Creek. However, many of the land management policies and programs are applicable to the western branch of Moore Creek. Recommendations for access points, viewing stations within privately owned lands must necessarily be schematic. Management issues focus on improving water quality and reducing soil erosion, sedimentation and vegetation removal.

Improving access to the Moore Creek corridor is based on the goal of keeping the corridor wild and undeveloped. Toward this end, paved pathways, inviting and accessible entryways, and prominent signage are <u>not</u> suggested. Utilization of existing trailways and game trails is considered to be more appropriate.

The proposed Moore Creek pathway, illustrated in Map ASP-10, originates at the UCSC Arboretum and terminates at Natural Bridges State Park. The path follows portions of Moore Creek Canyon as well as Meder Street, Western Drive, Mission Street, Natural Bridges Drive, Mission Street, and Delaware Avenue. The majority of City residents will be linked to Moore Creek visually rather than physically. Visual access will permit persons

physically unable to utilize the proposed trail system to enjoy the grandeur of Moore Creek Canyon. Viewing areas are suggested in areas having panoramic views of the steep cliffs which border Moore Creek. Development of three viewing areas are recommended along Moore Creek Canyon: 1) At the entryway to the corridor opposite Monarch Way; 2) The promontory west of Mountain Way and Western Drive; 3) At the entryway to the corridor west of Grandview Street cul-de-sac.

MAP ASP-10: MOORE CREEK MANAGEMENT and ACCESS CORRIDOR

The City of Santa Cruz, California



N

LEGEND

- MOORE CREEK PLAN AREA
- EXISTING TRAIL
- PROPOSED TRAIL
- CITY LIMIT

Source: Moore Creek Corridor Plan, 1987

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C. MOORE CREEK CORRIDOR ACCESS AND MANAGEMENT PLAN (MC) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

1.1 The existing vegetation along the Moore Creek Corridor shall be retained and protected to the maximum extent feasible. (MC, p. 8)

1.1.1 Require that replanting and/or plant removal be designed to increase quantity, diversity and productivity of native vegetation and to ensure slope protection, habitat enhancement and buffering. (MC, p. 8)

1.1.2 Removal of non-native vegetation should be considered only in those areas where this action will serve to protect concentrations of native vegetation. Efforts should be made to contain eucalyptus, particularly where it threatens existing native species. Selective removal of non-native trees and other vegetation may be permitted or required by the City if authorized or approved by a qualified professional with relevant academic training and experience. This removal shall only be permitted when accompanied by an approved replanting program. However, no removal shall be permitted in designated special or unique habitat areas. (MC, p. 8)

1.1.3 Require that existing landscaping be incorporated into final project landscape plans. (MC, p. 8)

1.1.4 Require that landscaping plans emphasize native species and include those varieties with both habitat and food-bearing value. (MC, p. 8)

1.1.5 Prohibit tree removal within the existing eucalyptus grove northwest of the extension of Grandview Street unless approved by the City, with advice of a qualified biologist or expert. (MC, p. 11)

1.2 Implement the management action plans of the Harvey Stanley Associates Report of August 1980 for the management of Antonelli Pond. (MC, p.9)

1.2.1 Consider a requirement for the dedication of additional lands on the east and west sides of Antonelli Pond to increase buffer area. Precise boundary of buffer area shall be determined through project review and/or environmental review process. (MC, p. 9)

1.2.2 Prohibit motor powered boats on Antonelli Pond. (MC, p. 9)

1.2.3 Require that re-landscaping for habitat enhancement on the east and west sides of Antonelli Pond be part of project review of future development projects. Landscaping shall be undertaken in consultation with registered professional and be consistent with recommendations of the Harvey and Stanley Associates report of 1980. (MC, p. 9)

1.3 Maintain the water quality of Moore Creek at the highest level feasible by regulating the discharge of storm waters into Moore Creek and its tributaries. (MC, p. 6)

1.3.1 Maintain all post-project runoff at pre-project levels through the use of retention or detention ponds, with a controlled release, to trap sediment and sediment bound heavy metals, nitrates and phosphates. (MC, p. 6)

1.3.2 Equip new storm drain systems both on-site and off-site with sediment/oil and grease traps. Regular maintenance program should be developed as part of local Homeowner Association policies and City Public Works Department Maintenance Programs. (MC, p. 6)

1.3.3 Institute regular street sweeping program in the Moore Creek Canyon watershed area, as financial resources are available. (MC, p. 6)

1.3.4 Direct all storm water, once cleansed, to Moore Creek, a groundwater recharge area, proper quality and at a proper rate. This will enhance groundwater recharge in the lower Moore Creek Corridor. (MC, p. 6)

1.3.5 Equip all outflow culverts and storm drain facilities with energy dissipators to minimize downstream sedimentation of Moore Creek. (MC, p. 6)

1.3.6 Require Granite Construction Co., Inc., to implement, as soon as possible after obtaining City approval, improvements such as construction of a landscaped berm and installation of sediment and grease traps to prevent sedimentation or pollution of Moore Creek potentially caused by Granite's storage of loose materials or other operations on the site. (MC, pp. 6 and 10)

1.4 Significantly reduce the quantity of sediments transported to Moore Creek and Antonelli Pond. (MC, p. 7)

1.4.1 Require the submission and installation of erosion control and grading plans for all projects located in the Moore Creek Watershed Area. (MC, p. 7)

1.4.2 Require that all exposed slopes shall be revegetated immediately upon cessation of grading activities through installation of permanent vegetation in conjunction with hydroseeding and other temporary erosion control measures. Temporary berms shall be in place at the edge of the setback line to prevent siltation of Moore Creek. These temporary berms shall be replaced by permanent measures prior to project clearance and/or subdivision acceptance. (MC, p. 7)

1.4.3 Limit vegetation removal to that amount necessary to complete approved construction projects. Any vegetation removed shall be replaced or replanted so as to ensure slope stability, limit soil erosion potential and significantly reduce off-site sedimentation. (MC, p. 7)

1.4.4 Require that land be developed in increments of workable size which can be completed in a single construction season. Erosion and sediment control measures shall be coordinated with a sequence of grading, development, and construction operations. Erosion control measures shall be put into effect prior to the commencement of the next inclement period. (MC, p. 7)

1.4.5 Prohibit all earth-moving activities between December 1st and March 1st. In addition, grading activities shall not begin after September 1st unless grading can be expected to be completed and plantings completed by December 1st. (MC, p. 7)

1.4.6 Prohibit grading, vegetation removal, construction of structures or alteration of the existing contours within twenty feet of any 30% slope. Precise topographic survey shall be conducted as part of project review to ensure that erodible soil conditions beyond the 20-foot setback are not disturbed. (MC, p. 7)

1.4.7 Designate specific building envelopes on all plans submitted for permit processing within the Moore Creek Corridor study area.

No construction shall occur outside of the designated building envelope. (MC, p. 7)

LAND USE

3.1 Should any development of the existing City open-space lands west of Moore Creek be considered, a specific area plan designed to implement the goals of the Moore Creek Corridor Access and Management Plan shall first be developed to: determine appropriate land uses and circulation patterns; designate setbacks from canyon edges; designate significant land forms and existing vegetation for preservation; designate pedestrian pathways to and from canyon edge, and Moore Creek; determine appropriate lands for fee simple or easement acquisition. (MC, p. 10)

3.2 Review development of lands adjacent to Moore Creek and its tributaries within the unincorporated areas of the County to ensure conformity with policies and programs of the Moore Creek Corridor Access and Management Plan. (MC, p. 10)

3.3 Request the County to adopt relevant policies and programs of the Moore Creek Corridor Access and Management Plan as part of the County's Local Coastal Plan and General Plan. (MC, p. 10)

3.4 Request that the University of California adopt relevant policies and programs of the Moore Creek Corridor Access and Management Plan as part of its Long Range Development Plan. (MC, p. 10)

3.4.1 Request that the University of California incorporate public access and watershed management measures into future projects within that portion of Moore Creek Corridor that lies within the UCSC campus. (MC, p. 10)

3.5 Future development of lands adjacent to Antonelli Pond within Westside Lands Study Area shall incorporate relevant policies and programs of the Moore Creek Corridor Access and Management Plan. (MC, p. 10)

3.6 New development on the bluff tops above Moore Creek or its tributaries shall be set back sufficiently so that it will not be visible from the creek bed. (MC, p. 5)

CIRCULATION

4.1 Require that future road improvements or improvements to existing roadways around Moore Creek include provisions for pedestrians, bicyclists as well as other vehicles. (MC, p. 9)

4.2 Future improvements to circulation facilities should be designed to improve access to Moore Creek, both physically and visually to the extent consistent with environmental constraints. (MC, p.9)

4.3 Install sidewalks along streets leading to and from proposed trails including Meder Street, Burkett Street, Mission Street Extension, Grandview Street and Delaware Avenue. (MC, p. 9)

4.4 Require that access to public viewing areas established by this Plan be accessible to the handicapped to the maximum extent feasible. (MC, p. 9)

COMMUNITY FACILITIES AND SERVICES

5.1 Provide sanitary sewage facilities and necessary appurtenances thereto in such a way as to minimize impacts upon Moore Creek Canyon. (MC, p. 8)

5.1.1 Prohibit construction of new sanitary sewer lines down Moore Creek Canyon. (MC, p. 8)

5.1.2 Allow use of septic tanks in areas west of Meder Street dip in those areas not currently served by sanitary sewer facilities only when endorsed by registered sanitarian and approved by the County Department of Environmental Health and the City's Public Works Department. (MC, p. 8)

5.2 Improve existing culverts to accommodate projected flows into Moore Creek. (MC, p. 8)

PARKS AND RECREATION

6.1 Develop a low profile trail system in Moore Creek Canyon corridor linking the corridor with UCSC, Natural Bridges State Park Coastal Trail and Wilder Ranch and Beaches State Park. (MC, p. 5)

6.1.1 Require dedication or purchase or solicit donation of lands on both sides of Moore Creek to include canyon slopes below the 30% slope line, for lands between State Highway 1 and High Street to be included in the trail system. Exceptions may be made to protect the privacy of existing development. (MC, p. 5)

6.1.2 Develop safe, controlled pedestrian crossing point at Highway 1 either at, below or above grade. (MC, p. 5)

6.1.3 Develop pathway along east side of Moore Creek south of Mission Street Extension. Obtain rights for pathway to traverse Southern Pacific right-of-way to link up with existing trail system on the eastern shore of Antonelli Pond. (MC, p. 5)

6.1.4 Encourage the University of California to provide public access along Moore Creek from north of High Street to the headwaters as part of its Long Range Development Plan (LRDP). (MC, p. 5)

6.1.5 Limit the use of the trail system to pedestrians only. (MC, p. 5)

6.2 Provide connections from existing City rights-of-way to Moore Creek Canyon trail system. (MC, p. 5)

6.2.1 Purchase or require dedication or solicit donation of necessary lands for access to Moore Creek Canyon; the access points recommended are 1) opposite the intersection of Monarch Way and Western Drive; and 2) west of Grandview Street turnaround area. (MC, p. 5)

6.2.2 Require construction and provision of public viewing areas as part of private developments in locations designated in the Moore Creek Access and Management Plan. To minimize impact on private developer, open space provided for pedestrian trails and/or viewing areas, mini-parks, etc. should be "counted" toward the developer's normal open space contribution. (MC, p.5)

6.2.3 Develop specific Grandview Street turnaround area and Monarch Way viewing area to enhance their use as public access and viewing stations. (MC, p. 6)

6.2.4 Investigate an easement across the existing railroad right-of-way between Antonelli Pond and Natural Bridges Drive as soon as possible. (MC, p. 11)

NATURAL BRIDGES STATE BEACH SUMMARY

June 1988

California Department of Parks and Recreation

A. INTRODUCTION

Named for its unusual geologic formations, Natural Bridges State Beach encompasses 65 acres of diverse recreational and natural resources. It contains a Monarch Butterfly Natural Preserve (16 acres), 36 picnic sites, 170 parking spaces, self-guided natural trails, a small visitor center and office building, a state employee residence, small kiosk and small temporary shop building. The area is an important recreational center as well as a significant site for marine life, avian diversity, and the annual butterfly migration.

The prime resources of Natural Bridges are the scenic resource of the natural rock bridge, the recreation resource of the sandy beach, and the natural resources of the Monarch Butterfly habitat and the wetland of Moore Creek. In 1988, about 400,000 people were visiting Natural Bridges State Beach each year, year-round.

B. BACKGROUND

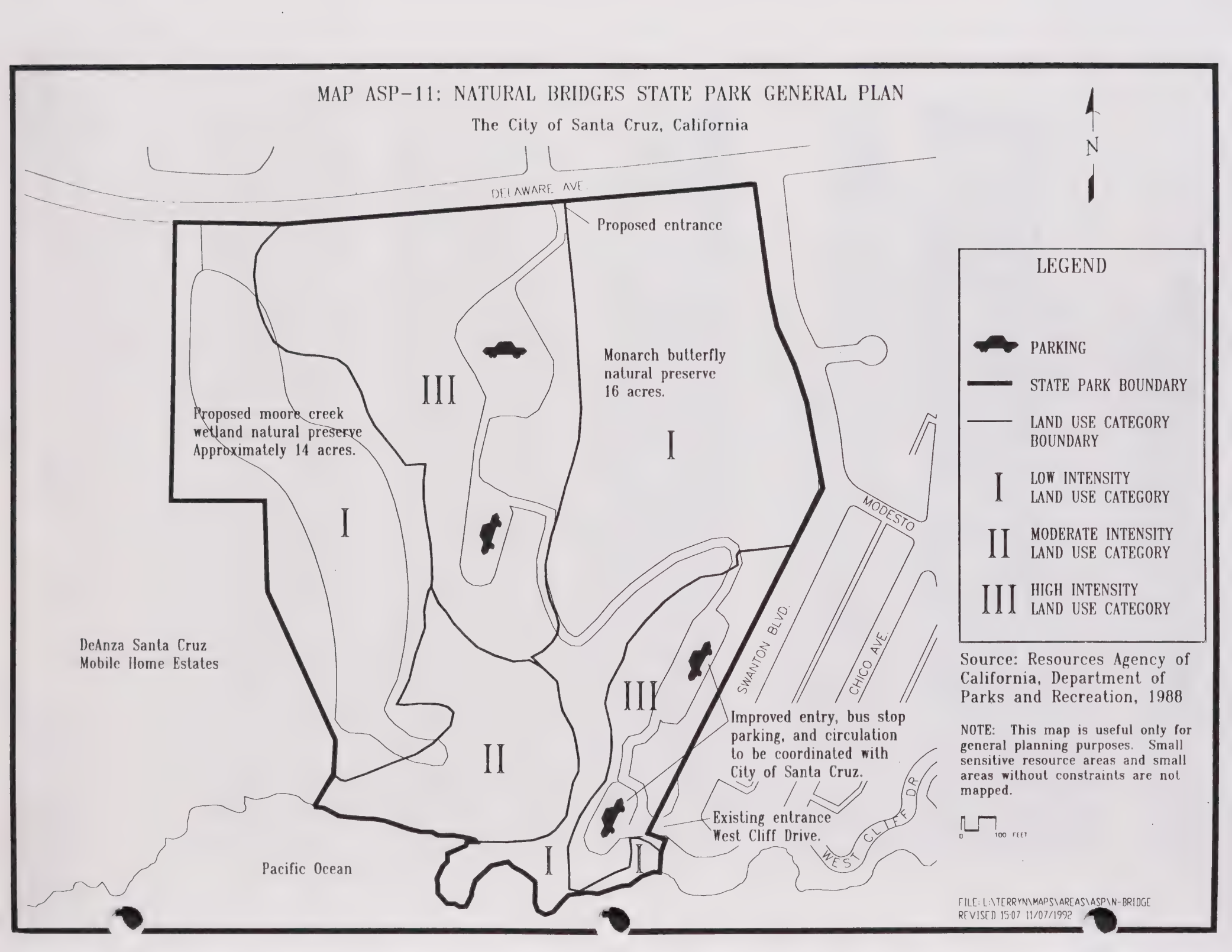
The distinctive physiographic features of Natural Bridges State Beach are the natural bridge and coastal terrace in the eastern half of the area. Santa Cruz Mudstone forms a 40-foot high seacliff that underlies the coastal terrace. This geologic formation has been undercut by waves, and natural bridges have formed. The rate of seacliff retreat in this area is significant. The width and elevation of the beach, as well as the seaward potion of the bedrock, are subject to dramatic changes over even short periods. Today, a single rock arch remains, and new ones may be forming.

Distinctive natural features include the Monarch Butterfly Natural Preserve and the Moore Creek Wetland Natural Preserve. A portion of Natural Bridges State Beach provides a winter habitat for thousands of Monarch butterflies each year. In recognition of the value of this area, the 16-acre Monarch Butterfly Natural Preserve was established in 1984. The existing Moore Creek wetland encompasses a coastal salt and freshwater marsh. To preserve the integrity of the Moore Creek wetland and to perpetuate its natural values, the plan proposes the establishment of a 14-acre natural preserve and the implementation of a wetlands management plan.

Allowable use intensities have been established for lands within Natural Bridges State Beach and can be broken down into three categories: low, moderate and high. (See Map ASP-11) The low-intensity zone includes coastal salt and freshwater marshlands, Monarch butterfly habitat, and scenic cliff areas. The moderate-intensity zone is the sandy beach where the environment can withstand heavy visitor use but is subject to occasional ocean wave attack. The high-intensity zone is characterized by level land dominated by exotic plant species.

MAP ASP-11: NATURAL BRIDGES STATE PARK GENERAL PLAN

The City of Santa Cruz, California



Source: Resources Agency of California, Department of Parks and Recreation, 1988

NOTE: This map is useful only for general planning purposes. Small sensitive resource areas and small areas without constraints are not mapped.

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C. NATURAL BRIDGES STATE BEACH (NB) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

1.1 Implement a sand dune restoration program to control unnatural erosion and to reduce blowing sand that buries adjacent roads and parking areas. (NB, pp. 1, 50)

1.1.1 Redirect beach access and stabilize dune and bluff vegetation at the West Cliff Drive entrance. (NB, p. 33)

1.1.2 Reshape and stabilize dune at existing beach stairway. (NB, p. 33)

1.2 Monitor and control both the numbers of visitors that enter the tidepool areas and the way visitors use the area. Laws against poaching shall be enforced by state park peace officers and Department of Fish and Game wardens. (NB, p. 50)

1.3 Remove and control feral cats and dogs that endanger native wildlife and visitors. (NB, p. 50)

1.4 Develop and implement a resource management plan to promote the perpetuation of the Monarch Butterfly resource. (NB, pp. 1, 26)

1.4.1 Manage the natural preserve to ensure the protection of unique features and, at the same time, provide visitor use and enjoyment of the area. (NB, p. 1)

1.4.2 Specific criteria should be established for landscape maintenance and revegetation projects within the eucalyptus forest and riparian zone. (NB, p. 37)

1.4.2.1 New plantings or tree removal should consider their contribution as windbreaks and food sources and their impacts on temperature changes from sun and shade. Leaf size and texture, and the diversity or ratio of plant types, should also be considered. (NB, p. 37)

1.4.3 No facilities shall be developed in the meadow area of the preserve, other than nature trails and interpretive programs. (NB, p. 36)

1.4.4 Work to close access trails to the overwintering site other than the existing boardwalk and viewing platform and revegetate these area for protective barriers. (NB, p. 36)

1.4.5 Extended boardwalks and overlook platforms may be appropriate to enhance the interpretive values and serve the increasing number of visitors to this area. (NB, p. 36)

1.4.6 Install interpretive panels on the disabled access trail and at the observation platform in the Monarch Butterfly Natural Preserve. (NB, p. 43)

1.4.7 Construct and maintain guided and self-guided nature walks through the preserve ensuring that routes shall avoid sensitive habitat areas, and encouraging the use of boardwalks and bridges for protection of existing drainages and vegetation. (NB, p. 36)

1.4.8 Maintain perimeter fencing along Swanton Boulevard and Delaware Avenue to restrict access into the preserve by visitors and feral animals. Add additional fencing near the Delaware Avenue entrance and along the preserve's eastern boundary, which parallels the existing park road. New fencing and replacements should simulate the existing fencing detail and weathered coastal look. (NB, p. 36)



1.5 Establish a 14-acre Moore Creek wetland preserve and develop and implement a wetlands management plan. (NB, pp. 1, 25, 37, 50)



1.5.1 The wetland management plan should address sensitive species management, flood control, changes in historic hydrology and sedimentation, removal of artificial structures not required for visitor safety, alteration of the beach for recreation, exotic species removal, and pollution abatement. (NB, p. 25)

1.5.2 Limit visitor use to nature walks and interpretation of the area's significant resources. Appropriate facilities to be constructed include trails, signs, boardwalks, overlook platforms for interpretive purposes. (NB, p. 37)

1.5.2.1 Add boardwalks and viewing platforms on the marsh nature trail in the Moore Creek wetland. (NB, p. 43)

1.5.3 The Moore Creek picnic area includes five picnic sites that may remain so long as this activity does not have a negative

impact on Moore Creek or other significant resources. (NB, p. 37)

1.5.4 Perimeter fencing shall be constructed and/or maintained along the boundary at Delaware Avenue and adjacent to De Anza mobile home park. (NB, p. 37)

1.6 The integrity of the riparian ecosystem within Natural Bridges State Beach shall be maintained through development and implementation of a vegetation management plan. Control of non-native species shall be an important element of this plan. (NB, p. 25)

1.7 Exotic species capable of naturalizing shall not be used for landscaping within Natural Bridges State Beach. Management plans to control and eradicate Hottentot fig and pampas grass shall be developed and implemented. An exotic tree removal and replacement program shall be developed and implemented for areas within the state beach boundary, except that eucalyptus trees used as overwintering sites for the Monarch butterfly shall be preserved. Native species form local population sources shall be used to replace exotic species. (NB, p. 26)

1.8 Install landscaping and irrigation that includes protective windbreaks and natural buffer areas between the parking and natural preserves. Irrigation from landscaped areas should not enter either preserve area. (NB, p. 3, 35)

1.9 To ensure the protection of the unique features found within Natural Bridges, and at the same time provide visitor use and enjoyment, both the number of visitors and their use patterns will be monitored and controlled by the Cal Department of Parks and Recreation's staff. (NB, p. 49)

LAND USE

2.1 New development will avoid the use of shoreline protective devices and allow the natural erosion process to continue. (NB, p. 1)

2.2 Relocate and design property fence near entry so as not to obstruct ocean views. (NB, p. 33)

2.3 Redesign the West Cliff Drive entrance to accommodate relocated short-term parking and new day-use parking. (NB, p. 2)

2.4 Redesign and expand existing visitor center through a multi-phased construction program. (NB, p. 3, 35, 43)

2.4.1 Remodeling and Expansion--existing building will be remodeled to provide an enlarged exhibit area, public restrooms, and audio-visual/meeting room. Tour brochures, signs and trails will also be updated. (NB, p. 36)

2.4.2 Double the size of the exhibit room, construct room additions for docent office and sales, construct new entry and tour gathering area, and develop parking, walks and outdoor staging area. (NB, p. 36)

2.5 Construct a unit maintenance support building near the new entrance to accommodate equipment storage and other maintenance needs. (NB, pp. 3, 38)

2.6 Retain the existing employee residence however, future design details should consider incorporating it into the visitor center complex as an office or removing the structure to develop the visitor center and related outdoor use areas. (NB, p. 3, 38)

2.6.1 Allow for a small apartment to be maintained in the visitor center complex or a new residential trailer site to be placed new the new maintenance building close to the unit entrance. (NB, pp. 3, 38)

CIRCULATION

3.1 Continue short-term parking by developing a new 25-space parking lot for the scenic overlook, setting it back from the bluff. (NB, p. 2, 33)

3.2 Develop an 80-car parking lot adjacent to the existing beach access stairway and entry road for surfers and other beach-goers. Include a ramp access to the existing beach-level restroom. The day use fee may be collected at a new contact station or by metered parking. (NB, p. 2, 33)

3.3 Close the connecting road from the West Cliff Drive entrance to the core area of the park to all but authorized vehicles. This is necessary to protect the Monarch Butterfly Natural Preserve from impacts caused by automobiles, buses, and conflicting activities. (NB, p. 2)

3.3.1 Narrow the road and retain it for bicycle and pedestrian access into the core area. (NB, p. 2)

3.4 Provide for easy walk-in access from Swanton Boulevard by developing a new trail and gate. Coordinate with the City for entrance redesign and compatible bus stop and bicycle trail connections. Improve vehicle access from Swanton with adequate turn lanes. (NB, p. 2, 33)

3.5 Develop a new entrance from Delaware Avenue at Natural Bridges Drive, with a new office/station and turnaround. (NB, p. 2, 34)

3.5.1 Include fencing and barrier planting along Delaware Avenue, and the addition of area lighting with informational and directional signs. (NB, p. 3)

3.6 Develop a new 100-car day-use parking lot with bus drop off in the core area. The outdoor areas between the visitor center and the Monarch Butterfly Natural Preserve will be improved to allow clear, safe movement of visitors from their autos and buses to the visitor center for assembly of nature tours. Access to the existing beach/picnic parking lot will be from a new road alignment to the west of the visitor center and employee residence. (NB, p. 3, 35)

3.6.1 Develop a tour staging area at the bus drop-off location at the parking lot. (NB, p. 3, 35)

3.6.2 Provide area lighting, and informational and directional signs. (NB, p. 35)

PARKS AND RECREATION

4.1 Develop an interpretive overlook with low-panel interpretive exhibits and sitting areas in a portion of the existing parking lot near West Cliff Dr. (NB, p. 2, 33)

4.1.1 Replace safety fencing with aesthetically pleasing rails for visitor safety and to guide visitors to appropriate trails and the beach stairway to reduce dune and bluff erosion. (NB, p. 2)

4.2 Expand picnic facilities in the core area from 31 to 45 tables, include a new restroom accessible to elderly and disabled persons. (NB, pp. 3, 34-35)

4.2.1 Move picnic tables and barbecues away from erodible slopes and locate in turf areas. (NB, p. 35)

4.2.2 Improve the existing ramp from the restroom area to the Moore Creek picnic area for disabled access to the creek and beach. (NB, p. 35)

4.3 Develop pedestrian walkways and trail plans. (NB, p. 3)

4.3.1 Develop extension or terminus for regional bicycle and pedestrian path on West Cliff Drive. (NB, p. 33)

4.3.2 Trails will be established along existing routes through the park, providing access from day-use parking areas to Moore Creek, tidepools, and locations with outstanding views of the natural rock arch. (NB, p. 37)

4.3.3 Construct a disabled-access trail to the Monarch Butterfly Preserve. (NB, pp. 3, 43)

4.3.4 Develop boardwalks and viewing platforms on the marsh trail in the Moore Creek wetland. (NB, pp. 4, 37, 43)

4.3.5 Provide stairways and disabled access from trails and the new West Cliff Drive parking lot to beach level restroom. (NB, pp. 37, 33)

4.4 Install interpretive panels at the observation platform and at various vista points. (NB, pp. 4, 43)

4.5 Develop group picnic areas to accommodate school groups and outdoor classes in the core area. (NB, p. 3, 35)

4.6 Expand the docent program at Natural Bridges to a year-round program with Monarch butterfly tours in the fall and winter months and tidepool and interest hikes in the spring and summer. (NB, pp. 3, 50)

4.7 Expand visitor center programs, exhibits and collections. (NB, pp. 4, 43)

4.8 Fire rings and signs are the only permanent beach facilities that will be provided on the beach with the exception of the existing combination shower-restroom building. (NB, p. 37)

4.8.1 Portable lifeguard towers will be provided and staffed seasonally, and hazard warning signs will be erected to improve visitor safety. (NB, p. 37)

CULTURAL RESOURCES

5.1 Permits for collection of paleontological resources within Natural Bridges State Beach shall be carefully controlled to ensure proper management and protection of these nonrenewable resources. Collection of fossil resources shall be approved only when the collection will result in direct benefit to the State Park System. (NB, p. 22)

5.2 Any excavation, trenching, or grading in the vicinity of archeological site SCR-266, including the parking lot area, shall be monitored or evaluated by an archeologist. (NB, p. 26)

SAFETY

6.1 Implement a visitor and aquatic safety program to provide immediate aquatic response every day, all year. (NB, pp. 2, 49)

6.1.1 Staffing will be provided to appropriately operate the necessary lifeguard stations on weekends and holidays, March through May and September through October. Additional staffing may be necessary in the summer months, as visitation increases and/or as types of activities change. (NB, p. 49)

6.1.2 Establish a crime prevention program to reduce vandalism, theft, burglary, drug use, assaults, poaching, and other adverse activities affecting visitor security or the integrity of resources and facilities. (NB, p. 49)

6.2 Structural protection measures to reduce seacliff erosion shall be undertaken only if nonstructural measures (i.e. relocation of facility, setback, redesign, or beach replenishment) are not feasible. (NB, p. 22) If a protective structure is constructed (i.e., rip-rap at the base of the seacliff in an attempt to protect West Cliff Drive), the structure shall not:

1. Significantly reduce or restrict beach access;
2. Adversely affect shoreline processes and sand supply;
3. Significantly increase erosion on adjacent properties;
4. Cause harmful impacts on vegetation, wildlife, or fish habitats;
5. Be placed further than necessary from the development requiring protection; or
6. Create a significant visual intrusion.

6.3 The Department of Parks and Recreation shall develop and maintain a regular program of monitoring rates of cliff erosion and the width and elevation of beaches. (NB, p. 23)

6.4 A zone of exclusion shall be established to include the base, face, and top of all bluffs and cliffs extending inland to a plane formed by a 45-degree angle from the horizontal at the base of the cliff or bluff. No new structures shall be constructed within this zone unless they are wither movable or expendable. Existing facilities may remain in use subject to regular inspections by department personnel. A zone of demonstration shall be established in the park to extend inland from the zone of exclusion to the intersection of the ground surface with a place inclined 20 degrees from the horizontal from the toe of the cliff. (NB, p. 23)

6.5 Facility maintenance and housekeeping shall be conducted in a manner appropriate to meet standards for public health and safety, to maintain public and departmental expectations for cleanliness and appearance, to meet security requirements, and to extend the life span of facilities, tools, and equipment. (NB, p. 48)

6.6 Establish a fire management program to reduce the risk of wildfire within the Natural Bridges. The removal of accumulated tree litter shall be part of the program. (NB, p. 1, 49-50)

NEARY LAGOON MANAGEMENT PLAN SUMMARY

Adopted May 1992

A. INTRODUCTION

Virtually isolated within the expanding urban matrix of Santa Cruz, Neary Lagoon is an important natural area. It provides valuable habitat for wildlife and a unique resource for the community despite the impacts of efforts made in the last century to drain and fill it and the more recent impacts of encroaching development, introductions of exotic plants and animals, urban runoff, and increased public use. Today, impacts and pressures continue to threaten the lagoon's character, quality and integrity. Without informed and comprehensive management of the lagoon and its environs, the value of the area for wildlife and people could diminish or be lost entirely.

The Neary Lagoon Management Plan has been prepared as both a guide and a directive for managing the lagoon area to ensure its long-term viability as an ecosystem and its value as a unique resource for the community. Goals, objectives, and actions described in the plan are designed with the purpose of preserving and enhancing the lagoon's environmental integrity and quality while satisfying other purposes for public use and safety. This management plan is intended to guide all aspects of operations, maintenance, protection, improvements, and monitoring consistent with these purposes. To obtain full approval by the California Coastal Commission (CCC), the management plan also is intended to satisfy the CCC's requirements that it integrate and be consistent with all previous, partially approved elements of the plan and that it satisfy other CCC conditions and concerns.

The plan provides direction for creating a balance between the lagoon's various purposes for wildlife values, public use and safety, flood protection, water quality, and mosquito control. Achieving this balance of purposes will require a detailed level of ongoing management that is comprehensive and adaptive to changes. Without such management, the lagoon could eventually have adverse impacts on wildlife, people, or both, and valuable resources may be diminished or lost as a result.

B. BACKGROUND

Neary Lagoon is located in Santa Cruz County on California's north-central coast. The lagoon is less than one mile southwest of downtown Santa Cruz and within a quarter-mile north of the Municipal Pier at Cowell Beach.

The lagoon is within a few minutes' walk of numerous residences and important commercial, hotel, and visitor facilities, including the Santa Cruz Boardwalk amusement park, beaches, and the Pacific Garden Mall. A new retail development, the Ice House, is being constructed near the intersection of Chestnut and Laurel Streets, north of Neary Lagoon. The Roaring Camp Railroad operates a tourist train that passes the lagoon enroute from the town of Felton to the Beach at Santa Cruz.

The lagoon and its environs, described as the Neary Lagoon management area, comprise about 44 acres, most of which is wetland, riparian and woodland habitats. Neary Lagoon is a well-known bird-watching area and has been featured in national birding magazines. Vegetation at the lagoon is dominated by riparian and freshwater marsh communities, which

occupy approximately 75% of the management area. Other vegetation and land cover types in the management area are mixed oak woodland; non-native grassland, parkland and maintained landscape; cleared, graded or developed land; and open water. Developed parkland at Neary Lagoon includes a large grassy area with an amphitheater, a children's playground, three full tennis courts and one half court, a picnic area with tables and barbecue facilities, a restroom, and a 24-car parking lot. (See maps ASP-12 and ASP-13 for a description of the Neary Lagoon Management Area and the location of the various lagoon management zones.

MAP ASP-12: NEARY LAGOON MANAGEMENT PLAN

The City of Santa Cruz, California

NEARY LAGOON COOPERATIVE HOUSING

ARBOR COVE SENIOR COMMONS



PROPOSED SECONDARY WASTEWATER TREATMENT PLANT EXPANSION

EXISTING ADVANCED PRIMARY WASTEWATER TREATMENT PLANT

N

LEGEND

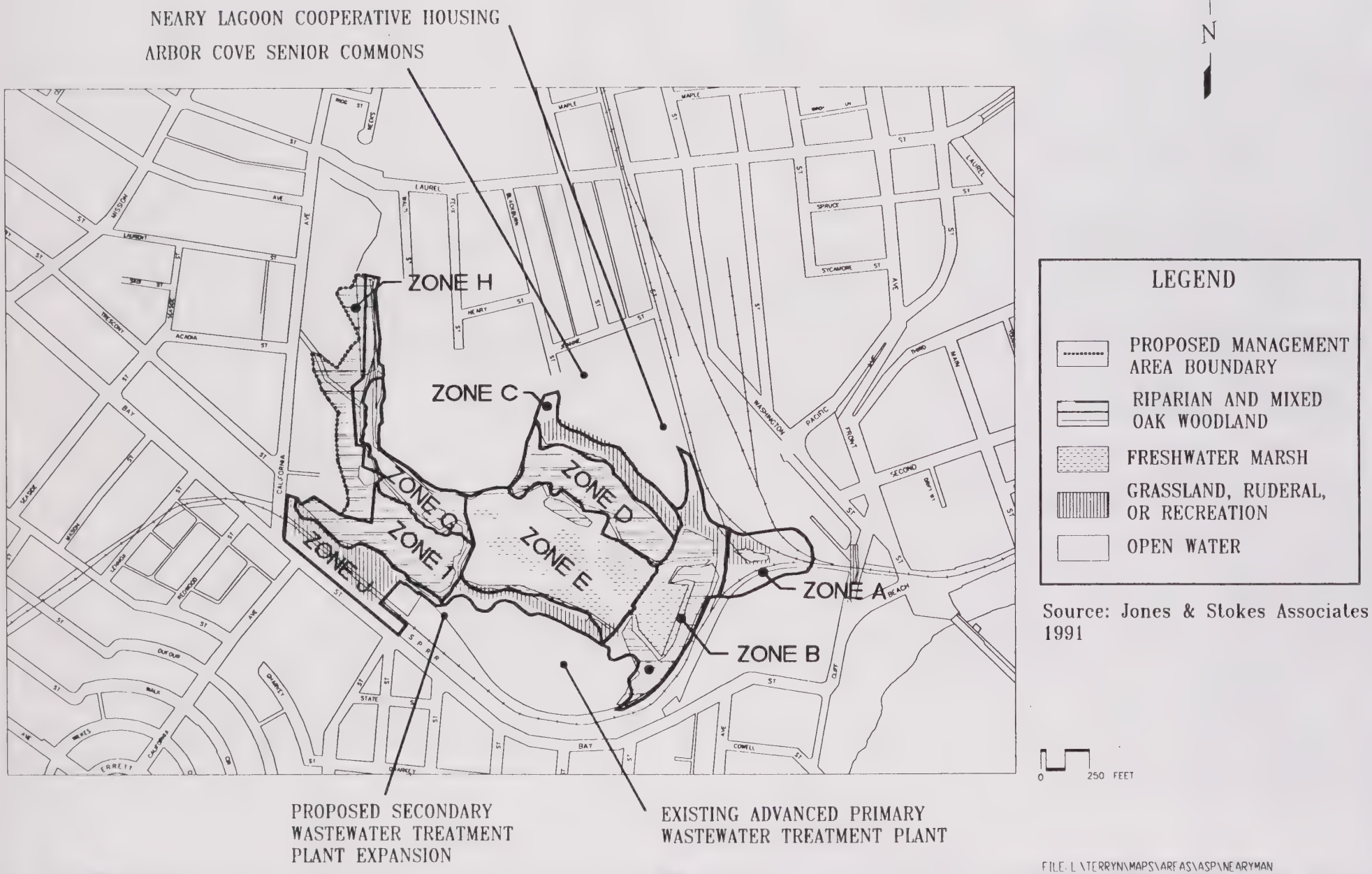
- PROPOSED MANAGEMENT AREA BOUNDARY
- RIPARIAN AND MIXED OAK WOODLAND
- FRESHWATER MARSH
- GRASSLAND, RUDERAL, OR RECREATION
- OPEN WATER
- EXISTING TRAIL
- PROPOSED TRAIL

Source: City of Santa Cruz Public Works Department

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MAP ASP-13: NEARY LAGOON MANAGEMENT AREA

The City of Santa Cruz, California



Source: Jones & Stokes Associates 1991

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C. NEARY LAGOON MANAGEMENT PLANS (NL) GOALS, POLICIES AND PROGRAM

ENVIRONMENTAL QUALITY

Goal NL 1: **Manage lagoon hydrology for flood protection, and enhancement of wildlife, vegetation, water quality, mosquito control, and aesthetics.**

1.1 Manage lagoon water levels to reduce flood potential in surrounding areas.

1.1.1 Operate pump system during winter rainy season to maintain lagoon water levels below 6.5 feet msl.

1.1.2 Maintain Cowell Beach outlet structure clear of blockage during flood season by periodically inspecting and clearing as required.

1.2 Maintain lagoon outlet clear of floodflow obstructions.

1.2.1 Annually inspect and clear vegetation and other obstructions from lagoon outlet, culverts, and outlet channel.

1.2.2 Remove existing floating walkway at lagoon outlet, relocate and reuse as part of loop trail, and replace with permanent bridge structure.

1.2.3 Remove marsh vegetation (approximately one acre) from area near east embankment to provide clear channel for conveying low floodflows through lagoon.

1.3 Manage lagoon water levels to support goals for wildlife, vegetation, water quality, mosquito control, and aesthetic needs.

1.3.1 Use pump system and/or adjustable flashboard system at weir to manage water levels in lagoon between mid-April and mid-October.

1.4 Protect public safety as part of water level management.

1.4.1 Implement a program to protect public safety during outflow releases at Cowell Beach (i.e., install and operate alarm system; post warning signs; clear obstructions from outlet; and notify County Environmental Health Service and the California Coastal Commission before summer releases) and discharge during times of low beach use.

1.5 Monitor lagoon water levels and inflow/outflow conditions at least monthly and during important flood events.

1.5.1 Install staff gauges at specified locations in lagoon and monitor water levels at least monthly and during important flood events.

1.5.2 Conduct flow monitoring studies at important lagoon inflow points.

1.5.3 Monitor marsh vegetation root masses once every 10 years as part of march vegetation monitoring.

Goal NL 2: Improve water quality at Neary Lagoon.

2.1 Improve quantity and quality of freshwater inflows to lagoon through improved watershed management.

2.1.1 Initiate a program to select and implement BMPs.

2.2 Improve water circulation within the lagoon.

2.2.1 Clear freshwater marsh vegetation near central floating boardwalk and south side observation platforms in management zone E.

2.2.2 Perform annual inspections and as needed clear vegetation and obstructions from lagoon outlet, channel leading to weir, and area around screw-gate and concrete weir.

2.3 Conduct regular, ongoing monitoring of water quality for the lagoon and principal inflows to the lagoon.

2.3.1 Conduct a program of water quality monitoring, at least yearly during periods of low flow, that includes sampling and analysis of lagoon water and sediments for metals and other inorganic parameters.

2.3.2 Conduct a monitoring program during dry and wet weather conditions that monitors the effects of inflow volume on water quality.

2.3.3 If toxic pollutant levels are determined or suspected in the lagoon, conduct analyses to determine their levels and extent.

2.3.4 If toxic pollutant levels are determined in the lagoon, conduct or seek to funds to initiate a program to monitor the storm drain system to identify pollutant sources, analyze water quality and sediments in creeks and channels, to identify pollutants (e.g., chromium, lead and zinc) and their transport and fate within the aquatic system, and develop appropriate remedial programs.

2.3.5 Submit to DFG and possibly the USFWS concentrations of metals and pesticides in sediment reported in the 1991 water quality study to determine the level of potential threat to aquatic species and wildlife.

Goal NL 3: Improve and maintain native vegetation diversity and health in the management area.

3.1 Remove and control invasive, exotic species of vegetation detrimental to native vegetation diversity and health.

3.1.1 Control yellow iris to less than 5% of marsh vegetation coverage in the lagoon by using nonchemical removal methods, replanting some control areas with cattails and tules, and monitoring reestablishment rates annually.

3.1.2 Conduct an ongoing program of weed control in riparian areas by removing weeds, including acacia, eucalyptus, pampas grass, Himalaya berry, English Ivy, periwinkle, and yellow iris.

3.2 Control shoreline marsh vegetation in key areas to improve and maintain views for visitors and residents.

3.2.1 Remove and control patches of shoreline marsh vegetation at key locations around observation platforms on the south side of the lagoon, at the central floating walkway, and at key locations along the north side trail to improve and maintain views for visitors and local residents.

3.2.2 Secure a maintenance agreement between the City and the Cypress Point and Shelter Lagoon developments to establish maintenance responsibility for maintaining shoreline vegetation along the north side of the lagoon.

3.3 Protect riparian areas by restricting and limiting access by the public and domestic pets.

3.3.1 Permanently fence riparian areas in management zones A, B and D using fences F-2, F-3, F-4, and F-5. Construction of fence F-5 in zone A can only occur after acquisition of management control of the SPTC properties is complete.

3.4 Protect and manage the west side riparian forest and mixed oak woodland area consistent and in conjunction with adjacent management area purposes.

3.4.1 Secure improved management control of the riparian forest and mixed-oak woodland area adjacent to the west boundary of the management area.

3.5 Create and maintain a balance between open water habitat and freshwater marsh habitat in management zone E.

3.5.1 Remove emergent marsh vegetation in specified areas to achieve a 1:1 ratio of open water to freshwater marsh habitat.

3.5.2 Monitor marsh vegetation encroachment into open water areas at least once every two years to determine frequency of removal necessary for hydrologic, water quality, wildlife, aesthetic, and other purposes and periodically remove marsh vegetation in specified areas to maintain a 1:1 ratio of open water to freshwater marsh habitat.

3.6 Enhance and restore riparian forest areas in the management area.

3.6.1 Retain snag trees in riparian forest areas except where they present a safety hazard to visitors, and remove weed species and control public access.

3.6.2 Establish locally native riparian species as part of replanting efforts in cleared and graded areas and areas of riparian weed removal.

3.6.3 Establish locally native riparian species in the grassland in zone C in low areas adjacent to and within 40 feet of the existing riparian forest edge.

3.7 Restore native grassland in the management area.

3.7.1 Establish a predominately native perennial grassland in management zone C.

3.8 Monitor vegetation changes in the management area to determine rates of change; species affected; extent of changes; and timing, extent, and methods of control necessary.

3.8.1 Monitor expansion of weed species in the riparian forest yearly to determine the frequency required for control and the effectiveness of past removal efforts for the various weed species.

3.8.2 Monitor riparian forest establishment success in restoration and enhancement areas.

3.8.3 Monitor native perennial grassland establishment success in management zone C.

Goal NL 4: Protect and improve opportunities for maintaining and increasing populations of native wildlife at Neary Lagoon.

4.1 Minimize impacts of domestic pets on wildlife at the lagoon.

4.1.1 Post notices at park access points explaining the City's dog prohibition regulation, its rationale, and the City's intent to enforce the regulation.

4.1.2 Notify and secure cooperation of the responsible entities for City animal control for assistance in retrieving animals and enforcing regulations.

4.1.3 Fence sensitive wildlife areas to deter access by dogs and cats.

4.1.4 Enforce the policies of adjacent multi-family residential developments regarding dogs and cats.

4.1.5 Require pet restrictions similar to those of NL 4.1.4 for all future multi-family residential developments proposed within 1,000 feet of the management area.

4.2 Reduce impacts from Norway rats on lagoon wildlife populations.

4.2.1 Discourage visitors from feeding ducks and encourage them to properly dispose of waste food in picnic areas to eliminate potential rat food sources.

4.2.2 If the Santa Cruz County Environmental Health Service identifies a public health risk, or significant impacts on wildlife from rate are determined to exist, design a rat control program.

4.3 Maintain the lagoon's current native mammal populations unless adverse impacts on other important wildlife or people are documented.

4.3.1 If DFG determines that adverse impacts from native mammals are threatening the health safety or welfare of people or important wildlife at the lagoon, develop a program to control populations of offending species, in consultation with DFG and Santa Cruz County Environmental Health Service.

4.4 Determine if waterfowl populations are declining, stable, or increasing and provide baseline information for use in guiding management direction.

4.4.1 Conduct two waterfowl counts annually during late December and early January to determine the size and

species composition of wintering populations for a five-year period. Survey coverage will include all open water areas of the lagoon and the duck rearing ponds.

4.4.2 Analyze waterfowl survey data to determine if waterfowl habitat conditions are declining, if habitat conditions are being maintained or are improving, and if a change in wintering waterfowl numbers can be correlated to management actions designed to improve waterfowl habitat conditions.

4.4.3 Conduct biweekly surveys from mid-May through mid-July to determine the size and reproductive success of the breeding waterfowl populations for a five-year period. Survey coverage will include all open water areas of the lagoon and the duck rearing ponds. Date collected will be analyzed for reproductive success.

4.4.4 Evaluate collected data and determine if additional monitoring is necessary to meet management objectives. If wintering or breeding populations are found to be declining, or if breeding success is consistently low, develop additional investigations to determine possible causes.

4.5 Maintain and improve habitat conditions for waterfowl.

4.5.1 If warranted by results of waterfowl surveys, enhance additional nesting and resting habitats on one of the lagoon's islands or construct additional islands from lagoon bottom sediments if available and approved by DFG and regulatory authorities.

4.5.2 Remove and maintain emergent marsh vegetation to provide increased acreage of open water habitat for waterfowl and other water birds.

4.5.3 If waterfowl surveys and analyses indicate that waterfowl habitat conditions are severely limiting wintering or breeding populations, study potential methods of providing additional forage habitat.

4.6 Reduce competition from domestic and hybrid waterfowl for native waterfowl habitat.

4.6.1 Monitor populations of domestic and hybrid waterfowl as part of the waterfowl monitoring efforts.

4.6.2 Minimize populations of domestic and hybrid waterfowl and maintain their populations between zero and 25 individuals.

4.7 Reduce public use impacts on wildlife for existing operations and conditions and minimize public use impacts on wildlife for future operations and conditions.

4.7.1 Continue to maintain and enforce the prohibition against fishing and provide explanations as part of interpretive information.

4.7.2 Direct the existing security lighting along the north side trail away from the lagoon, or replace with low-height, indirect security lighting.

4.7.3 Conduct monthly bird surveys to determine protection needs, especially during the breeding season.

4.8 Maintain mosquito populations at safe levels at Neary Lagoon.

4.8.1 If mosquitos reach unsafe levels, identify the nature and magnitude of the mosquito problem.

4.8.1.1 If the Santa Cruz County Environmental Health Service determines that mosquitos pose a public health risk around Neary Lagoon, develop and conduct a program to determine the nature and extent of the problem.

4.8.2 Conduct management actions for the lagoon to help reduce mosquito habitat.

4.8.2.1 As part of water level management for the lagoon, rapidly lower water levels at least twice during the warm season.

4.8.2.2 Remove vegetation to open additional channels or enlarge existing channels to

improve water circulation and wave action. Coordinate vegetation removal with water quality, wildlife habitat, and other lagoon management goals.

COMMUNITY DESIGN

Goal NL 5: Maintain important views and visual features of the management area and provide enhanced viewing opportunities.

5.1 Control marsh vegetation to provide views in key areas as part of vegetation management actions.

5.1.1 Remove and control patches of emergent marsh vegetation as part of vegetation management actions for specified areas. Retain patches of vegetation along the northside trail to provide enframed views and visual variety along the shoreline, as well as protection for water birds.

5.2 Improve denuded and eroded areas where vegetation is degraded.

5.2.1 Revegetate eroded areas along the northside trail and other portions of the management area.

5.3 Maintain important native vegetation in and around the management area and protect the visual character of the escarpment partially encircling the management area.

5.3.1 Preserve and enhance native vegetation on all portions of the escarpment within the management area as described in management actions for vegetation.

5.3.2 Develop a program for securing improved management control of the escarpment along the west edge of the management area. If management control is acquired, manage the area to preserve its visual character through protecting patterns of native and existing important vegetation and prohibiting public access and construction of trails and structures.

5.3.3 Preserve vegetation in and around the management area that serves important visual functions as part of vegetation management actions.

5.4 Explore opportunities for creating overlooks of the lagoon from areas that are not highly sensitive for wildlife.

5.4.1 Investigate the feasibility of developing an overlook near the picnic area near the juncture of management zones F and J. If determined to be feasible, the overlook will be designed to include interpretive features that will include riparian and canopy interpretation.

5.4.2 Investigate opportunities to provide bluff-top overlooks along the south and west bluff edges. The investigation will consider possibilities for interpreting the wastewater treatment plant as pat of the overlook.

5.5 Design new recreation, interpretive, and other facilities to blend with the natural aesthetic character of the lagoon environment.

5.5.1 Emphasize use of native plants to fit with the natural character of the lagoon and attract wildlife.

5.5.2 Improve area along Bay Street within the management area by use of native plantings and other appropriate design elements.

5.6 For siting of new facilities and interpretive exhibits on trails, avoid low-quality views and screen incompatible features where possible.

5.6.1 Avoid views of features that are not compatible with the lagoon's character for new facilities and interpretive features.

5.6.2 Screen views of incompatible features from important viewing locations by planting locally native screening vegetation that may include fast-growing trees such as cottonwoods.

5.7 Reduce noise impacts in the management area.

5.7.1 Use noise walls and other techniques for noise attenuation during construction and other activities that may occur in the management area.

Goal NL 6: **Maintain mitigation commitments and manage land uses to preserve and protect the lagoon's character and resources.**

6.1 Maintain mitigation commitments and manage mitigation areas consistent with requirements and conditions adopted by the City and other regulatory authorities for lands in and around the management area.

6.1.1 Continue to maintain the existing 10-foot-wide public easement containing the turf trail along the north edge of the lagoon at the Cypress Point and Shelter Lagoon developments for public and City maintenance access.

6.1.2 Improve and maintain for public pedestrian access the existing 20-foot-wide public walkway easement running between Felix Street, the terminus of Walti Street, and the Laurel Creek arm of the management area, and place signs at Felix and Walti Streets to identify the entries to the management area.

6.1.3 Continue to adhere to and enforce LCP requirements that restrict the types of structures allowable within the 100-foot buffer around the lagoon and wetland areas.

6.1.4 Continue to adhere to and enforce City and CCC requirements and conditions of approval for the CHC housing projects designed to protect the character and environmental quality of the management area.

6.1.5 Continue restoration efforts for the delta ditch area, including monitoring wetland status and weeds by a City-approved biologist for two years following completion of the housing project.

6.1.6 Continue to maintain the mitigation area for the pump station to ensure establishment and survival of revegetation plantings.

6.1.7 Continue to maintain the mitigation and planting areas for the advanced primary treatment expansion to ensure establishment and survival of revegetation plantings.

6.1.8 Adhere to all final approved requirements for the management area of the EIR for the secondary wastewater treatment plant expansion facility.

6.2 Improve existing management control or portions of lands adjacent to the management area that contain important features (e.g., riparian and mixed-oak woodland vegetation, the duck pond, overlook or recreation opportunities, or steep escarpment slopes) for maintaining the lagoon's visual character and environmental quality.

6.2.1 Initiate a program to improve existing management control of portions of adjacent lands west of the lagoon that are important for maintaining the lagoon's visual character and environmental quality.

6.3 Pursue management control of land enclosed by the tracks (management zone A) on the east side of the management area to restore native vegetation and protect the environmental quality of the area.

6.3.1 Initiate a program to acquire management control of SPTC property in management zone A.

6.3.2 Immediately following acquisition of management control of SPTC land in zone A, protect the area with fencing, revegetate it using native plant species listed in Table ASP-14, and management it consistent with other goals for the lagoon.

COMMUNITY FACILITIES AND SERVICES

Goal NL 7: Maintain access and avoid damage to infrastructure in the management area.

7.1 Preserve access to the park and adjacent utilities.

7.1.1 Continue to maintain the main entry road to Neary Lagoon as part of the wastewater treatment plant facilities.

7.1.2 Continue to provide access for maintenance and emergency vehicles to the east embankment through the wastewater treatment plant.

Table ASP-14

Recommended Native Plant Species for Riparian Forest Restoration at Neary Lagoon

Common Name	*Scientific Name*	*Form*
Plant in Flood Zone		
Yellow willow	Salix lasiandra	Tree
Red willow	Salix laevigata	Tree
Arroyo willow	Salix lasiolepis	Small tree
Black cottonwood	Populus trichocarpa	Tree
Fremont cottonwood	Populus fremontii	Tree
Red elderberry	Sambucus callicarpa	Small tree
California blackberry	Rubus ursinus	Bramble
California rose	Rosa californica	Shrub
Mule fat	Baccharis viminea	Shrub
California mugwort	Artemisia douglasiana	Herb
California beeplant	Scrophularia californica	Herb
Plant above Flood Zone		
Western sycamore	Platanus racemosa	Tree
Coast live oak	Quercus agrifolia	Tree
California coffeeberry	Rhamnus californica	Small tree
Blue-blossom ceanothus	Ceanothus thrysiflorus var. thrysiflorus	Shrub
California wax myrtle	Myrica californica	Small tree
Coyote brush	Baccharis pilularis var. consanguinea	Shrub

7.1.3 Continue to provide access along the eastern embankment from Chestnut Street for emergency and maintenance access.

7.1.4 Continue to provide maintenance access from the CHC development to drainage culverts.

7.2 Avoid damage to infrastructure from other management actions and protect public safety.

7.2.1 For design and construction of facility improvements and other actions in the management area, consider location, access, potential impacts, and safety concerns for infrastructure, including access to fire hydrants.

PARKS AND RECREATION

Goal NL 8: **Provide improved, high-quality and safe public access, recreation, and environmental education opportunities consistent with other purposes of the management area.**

8.1 Improve the quality and amount of public access opportunities at the lagoon.

8.1.1 Develop a new pedestrian entry at the terminus of Chestnut Street to serve as the principal entry for the lagoon's natural area and new loop trail.

8.1.2 Develop a new pedestrian entry at the terminus of Blackburn Street.

8.1.3 Complete an interpretive loop trail around the central portion of the lagoon connecting the central floating walkway with the new Blackburn Street entrance and the new Chestnut Street entrance.

8.2 Provide mechanisms for controlling public access to important wildlife habitat areas.

8.2.1 Install lockable gates as part of new trail construction features at key locations along the loop trail.

8.2.2 Design all new trail improvements to prevent or discourage human access into important wildlife areas through the use of features such as raised boardwalks, railings, barriers, and signs.

8.2.3 Construct fences in locations specified in Figure 3-2 to deter public access to important habitat areas.

8.3 Reduce public use impacts on wildlife and people from existing and new design elements in the management area.

8.3.1 Permanently redirect the existing security lighting shining directly into the lagoon from the north side trail.

8.3.2 Surface new trails with materials that discourage use by roller skates and skateboards to reduce impacts from fast movement or recreation activities that are not compatible with the lagoon's purposes for wildlife protection and passive human use.

8.3.3 Incorporate design features in new trails that discourage fast bicycle riding while permitting wheelchair use.

8.3.4 Establish a program for children's use of the lagoon. The program will address safety and disturbances to wildlife, especially as it relates to utilization of the lagoon as a through route between home and schools.

8.4 Establish, enforce and explain reasons for restrictions on public access and activities to reduce impacts on wildlife and people to low levels.

8.4.1 While through bicycle circulation may be desired, riding of bicycles will be discouraged in the management area, except on the through trails system in areas B, F and J and where the feasibility and appropriateness of bicycle riding will be investigated to meet the goal of low-level impacts on wildlife and refuge users. A bicycle path along the railroad tracks will be investigated as an alternative. Informational signs explaining reasons for the restrictions will be posted at key entry points and other locations in the management area. Bicycle racks will be installed at key locations near entries to the loop trail with signs to explain bicycle etiquette and restrictions.

8.4.2 Prohibit activities such as rollerskating, skateboarding, littering, damaging vegetation, fishing, walking dogs, harassing wildlife, entering important wildlife areas (except by trail or with permission by the City), camping, and other activities controlled by laws and ordinances. Informational signs, including reasons for the prohibitions, will be posted at key entries and other locations and as part of interpretive exhibits in the management area.

8.4.3 Discourage activities that may disturb wildlife and people in or near the management area by posting signs explaining reasons for discouraging the activity as part of interpretative exhibits in the management area.

8.4.4 Public access to the areas fenced in zones A and I will be prohibited except by written permission from the City.

8.4.5 Restrict public access in zones B, C, D, E, G and H to designated public trails and areas except by written permission from the City. No public access restrictions will apply to zones F and J.

8.4.6 Restrict public use of the management area to the hours between dawn and dusk except by written permission from the City.

8.4.7 Continue to lock gates at key locations along the existing and new loop trail between dusk and dawn each day of the year and when determined by the City that public access along the trail segment may need to be restricted for purposes of wildlife protection (e.g., during important breeding periods), or public safety. (The park ranger service will continue to provide this service.)

8.4.8 Maintain access to all portion of the management area for maintenance and emergencies. Gates will be maintained for emergency access at key locations.

8.4.9 Explain and graphically illustrate reasons for restrictions on public use activities as part of interpretive exhibits and informational signs at the lagoon.

8.5 Improve and develop a new plan for recreation facilities in management zone J and limit active recreation uses to this zone of the management area.

8.5.1 Develop a new plan for recreation facilities and access for management zone J that responds to WWTP expansion plans and implement the plan subsequent to its approval by the City, as described in the "Public Use " section.

8.5.2 If a plan for recreation facilities is developed and implemented in the extreme north portion of management zone B, establish a buffer of indigenous plants between recreation facilities and the existing riparian restoration area.

8.6 Maintain and, where necessary, provide access and facilities to assure public safety and security for the management area.

8.6.1 Design new facilities to provide access needs for fire and police by providing emergency access gates at key locations and ensuring access to fire hydrants.

8.7 Continue to manage and provide opportunities for public use in the management area that minimizes impacts on adjacent properties and residents.

8.7.1 Retain the existing 10-foot-wide public easement along the north shore adjacent to the lagoon and the Cypress Point and Shelter Lagoon developments and enter into a contractual agreement with the developments' management that establishes responsibilities, guidelines, and requirements for maintaining the easement and trail.

8.7.2 Assist the Cypress Point and Shelter Lagoon developments with designing and installing additional signs along the existing northside trail requesting quiet and respect for residents' privacy as part of the new maintenance agreement.

8.7.3 Improve and maintain pedestrian access to the Laurel Creek arm of the management area from Felix and Walti Streets along the existing public walkway easement, and post signs that identify the entries.

8.8 Improve opportunities for environmental education and research in the management area.

8.8.1 Develop and install new observation areas and interpretive exhibits for the new loop trail and entrances to the trail.

8.8.2 Prepare a study of opportunities for environmental education programs and possibilities for interpretive exhibits for Neary Lagoon in consultation with representatives from the local school district, community groups, and other local groups and individuals.

8.8.3 Develop a comprehensive interpretive program for Neary Lagoon based on study findings and consisting of interpretive

themes, environmental education study programs, written materials, interpretive exhibits, and other elements.

8.8.4 Generate and maintain a list of potential projects and studies that could be performed by groups, students, and individuals at the lagoon to help facilitate research and environmental education uses and to increase public awareness and interest at the lagoon.

8.8.5 Develop a program to train and maintain a list of volunteer docents willing to lead environmental education tours and give talks at the lagoon.

8.9 Enforce management area regulations and ensure conduct and compliance with management plan elements.

8.9.1 Designate a full-time City employee with training in biology and environmental interpretation to manage and oversee the management area.

8.9.2 Require all City officials, representatives, lessees, contractors, and others performing work in the management area to coordinate with the refuge manager and obtain necessary approvals. Emergency personnel should coordinate with the refuge manager as soon as possible, when their activities may disrupt or have disrupted the lagoon ecosystem.

8.10 Determine the effects of public use on the environmental conditions of the management area to guide management direction and activities.

8.10.1 Develop a five-year study of visitor use that will examine trends in wildlife activity and vegetation growth relative to human use in the management area. Conduct a yearly survey of park users to determine use and activity trends and analyze information to determine future management directions and needs. Monitor CHC resident children's use of the lagoon.

CULTURAL RESOURCES

Goal NL 9: **Protect important cultural resources at Neary Lagoon.**

9.1 Minimize impacts on cultural resources at Neary Lagoon by identifying and avoiding or, if avoidance is not feasible, mitigating impacts on cultural resources.

9.1.1 Identify and avoid, or at lease mitigate impacts on, cultural resources by performing a complete archaeological reconnaissance of proposed impact areas before any ground-disturbing activities are conducted and implementing additional work as necessary.

SAN LORENZO RIVER ENHANCEMENT AND DESIGN PLAN SUMMARIES

Adopted March 1990 and July 1987, respectively

A. INTRODUCTION

The San Lorenzo River runs through the City for approximately 2.7 miles from Sycamore Grove to the Pacific Ocean. The lower 2.2 mile reach was channelized by the construction of levees, dredging of the river bed and clearing vegetation in 1958 for flood control purposes. The River divides the City in half and is a key element defining the City's sense of place.

The entire San Lorenzo River flows approximately 25 miles from a steep forested watershed in the Santa Cruz Mountains to the broad floodplain at its mouth draining about 137 square miles into the Pacific Ocean. The drainage basin is relatively short and steep, and flows vary dramatically from summertime lows of less than 30 cubic feet per second (cfs) to over 30,000 cfs during peak winter floods. The estimated 100-year flood is 50,000 cfs in Santa Cruz. Upstream flow diversions for municipal and domestic use reduce summer inflows to the river and the summer lagoon.

Before the flood control project in the 1950's the San Lorenzo River was a biologically diverse and productive habitat supporting a wide variety of birds and animals. The river itself was one of the most fished in the state and represented the only major steelhead fishery south of the Russian River. While a low flow channel is cut into the river every year, fishery populations have generally declined, along with other wildlife species. The potential to improve the ecology of the river depends upon re-establishing the continuity and diversity of natural habitats along the river corridor.

In addition to the lack of biological diversity, the wide channel, predominantly straight alignment and lack of landscaping make the river appear, not as a natural and living part of the landscape, but as a sterile, engineered element apart from the community which surrounds it. The river contrasts sharply with the richness of vegetation and unique balance of town and country achieved so well in Santa Cruz.

The river, despite its unattractive appearance and poor identity, offers much to build upon. The unrealized potential of the river is the focus of community concern, and there is a strong commitment to its future improvement and reintegration with the town. It represents one of the most important open spaces within the City and is centrally located with respect to the downtown, the residential neighborhoods, the boardwalk and beach. The river continues to be used for recreational purposes and connects many major public parks and recreational areas. In addition, there are many large opportunity sites for redevelopment adjacent to the river that can help to create a more positive relationship between the City and the river. Lastly, the river offers a potential habitat for many important species of plants and animals along the levees and in the San Lorenzo Lagoon and Jessie Street Marsh areas.

B. BACKGROUND

The San Lorenzo Study Area includes the east and west banks of the San Lorenzo River from the mouth to Sycamore Grove, and extending to the nearby Downtown and residential neighborhoods bordering the river. Two planning documents set forth policies regarding the restoration, design and flood control programs for the San Lorenzo River Area: **The San Lorenzo River Enhancement Plan (SEP) and San Lorenzo River Design Plan (SDC).** The primary objectives of these plans is to enhance the physical, biological, safety, and recreational aspects of the San Lorenzo River.

Additionally, the Army Corp of Engineers is in the process of a feasibility study to assess the costs and benefits of implementing flood control measures that would increase the flooding capacity of the San Lorenzo River and remove the Downtown area from the 100-year flood plain. The study includes an analysis of structural integrity of the levees, the costs and benefits of flood wall structures along the river, and also an analysis of the San Lorenzo River and Branciforte Creek hydrology.

1. Enhancement Plan

The primary focus of the enhancement plan is the restoration of biological resources on the lower San Lorenzo River including the San Lorenzo Lagoon and Jessie Street Marsh Areas. This restoration of a natural riparian environment in the San Lorenzo is to be coordinated with the River Design Plan and the flood control planning process by the Army Corp of Engineers. The San Lorenzo River Enhancement Plan functions as the guide to all restoration projects and their institutional implementation and maintenance. It will also serve as an essential tool to acquire funds needed to implement specific enhancement projects.

The Enhancement Plan provides details, specifications and techniques for: planting native riparian vegetation to establish and maintain a continuous corridor of riparian habitat; managing the lagoon at the river mouth; implementing sediment and drainage maintenance practices that are sensitive to biological resources; establishing a monitoring program to collect new data to increase knowledge of the river system and refine management plans; and adapting and coordinating the flood control design planning process with the Corp of Engineers and the City's restoration plans.

2. Design Plan

The San Lorenzo Design Plan recognizes the importance of the river as a major component contributing to the structure and identity of the City as a whole and proposes a number of improvements that can establish an improved role for the river in the City. These improvements advance the concept of the river as a "seam" rather than a barrier, a focus for the surrounding City, and a spine linking the diversity of activities along it.

The Design Plan brings together flood control, biologic enhancement, and aesthetic and urban design considerations into a larger vision for the future of the San Lorenzo River, from its upper reaches to the mouth. It recommends specific public improvements within the river channel and establishes design guidelines for redevelopment opportunity areas surrounding the River.

C. SAN LORENZO RIVER ENHANCEMENT AND DESIGN PLAN SUMMARIES (SLR) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

GOAL SLR 1: Enhance the biologic values and create diverse and productive habitats for the river for vegetation and wildlife. (SDP, p. 6 and p. 21)

Policies and Programs:

1.1 Establish and maintain a continuous riparian vegetation corridor comprised of deciduous and native trees along the San Lorenzo River from Sycamore Grove to the Ocean to restore bird and terrestrial wildlife habitats. (SDP, p.6, and SEP, p.6, 13 and 21)

1.1.1 Remove non-vegetation (exotics), particularly along the east bank, which provide little or no habitat value for wildlife and are out of keeping with the overall riparian environment. (SDC, p. 6)

1.1.2 Implement the San Lorenzo River Riparian Vegetation Restoration Plan to restore and enhance biological values of the lower San Lorenzo River. (SEP p. 2 and pp. 23-33)

1.1.2.1 Extensive plantings of trees, shrubs and herbaceous vegetation on the interior and exterior slopes of the levees and embankments must await construction of the Corps of Engineering project. However, planting of grasses and some trees and shrubs could be implemented immediately. (SEP, p. 2)

1.1.2.2 Create a continuous multi-layered deciduous riparian forest along the outer portion of the east bank. Utilize native trees and shrubs to provide uninterrupted wildlife habitat and movement corridor. (SEP. p. 23)

1.1.2.3 Create a continuous band of trees and shrubs along the outer west bank to screen residential and industrial development from the river pathway. Integrate plantings with river oriented businesses. Use native and selected non-native trees and shrubs to provide wildlife habitat value. (SEP, p. 23)

1.1.2.4 Allow emergent vegetation to establish along the channel bottom bordering each bank to serve as habitat for wildlife species. (SEP, p. 23)

1.1.2.5 Allow the establishment of woody willow growth at the toe of the slope adjacent to the low flow channel to provide shade and cover for fish. (SEP, p. 23)

1.1.2.6 Allow groves of riparian trees to establish at the toe of the slope in designated areas to provide habitat for native wildlife (primarily birds). (SEP, p. 23)

1.1.2.7 Provide suitable low-growing shrub growth along the inner levee slopes in designated areas to discourage ground squirrel activity. (SEP, p. 23)

1.1.2.8 Provide patches of shrubby vegetation along the upper slope of the inner levees in designated areas to provide habitat for native wildlife. (SEP, p. 23)

1.1.2.9 Provide a mixed grassland habitat along designated inner levees slopes to enhance wildlife habitat and aesthetic appeal. (SEP, p. 23)

1.1.2.10 Create a multi-storied flood plain riparian forest in designated areas (benchlands) to provide wildlife habitat. (SEP, p. 23)

1.1.3 Develop a Vegetation and Sediment Maintenance Plan that retains vegetation densities specified in the Vegetation Plan, but allows for flexibility based upon new knowledge such as measured flood capacity, or by a different distribution of vegetation that would benefit the habitat. (SEP, p. 46) See Map ASP-15 and SEP pp. 46-54 for further details.

1.1.3.1 Manage the densities and distribution of vegetation shown in the Riparian Vegetation Restoration Plan establishing flood control as the primary concern in the maintenance plan. (SEP, p. 3)

1.1.3.2 Develop a herbicide policy as part of the on-going maintenance plan for the river and the levees vegetation. (_____)

1.1.4 In the area, north of Highway 1, focus upon the preservation and enhancement of natural riparian vegetation. (_____)

1.1.5 Design a Vegetation Plan for the San Lorenzo River addressing public safety concerns related to dense vegetation as cover for criminal activities. (SEP, p.6 and p.13)

1.2 Provide for wildlife habitat "islands" where human disturbances are minimized. (SDP, p. 6 and SEP, pp. 6 and 13)

MAP ASP-15: SAN LORENZO RIVER CHANNEL PLANTING LOCATIONS AND PLANT ASSOCIATIONS

The City of Santa Cruz, California

Zone	Location	Plant Associtation	Acreage Created	Habitat Value
a	Channel Bottom	Brackish Water Marsh	1.7	Cover for food for fish and waterfowl.
b	Toe of Slope	White Alder Riparian Forest	3.8	Habitat for insectivorous birds, cover and shade for fish.
b	Toe of Slope	Central Coast Riparian (Willow) Scrub	1.0	Cover and shade for fish.
c	Lower Slope	Central Coast Cottonwood Riparian Forest	1.1	Habitat for birds and small mammals.
c/d/e	Lower, Mid and Upper Slope	Mixed Grassland	5.4	Habitat for seed-eating birds.
d/e	Mid/ Upper Slope	Evergreen Landscaping	2.9	Ground Squirrel control.
d/e	Mid/ Upper Slope and Mixed Grasslands	Native Shrubs	2.1	Cover and food for birds.
d/e	Mid/ Upper Slope	Mid-Terrace Mixed Riparian Forest	0.7	Habitat for birds and small mammals.
f	Outer Slope	Upper Terrace Mixed Riparian Forest	5.3	Habitat for birds and small mammals.
f	Outer Slope	Landscape Screen	4.7	Screen to pathway.
			Total 28.7	



Source: Santa Cruz City Planning Department, 1992

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1.3 Manage streamflow, the river bed and lagoon to enhance anadromous fish rearing and passage. Successful restoration of the fisheries will be used as the guide for determining overall success of the Enhancement Plan. (SEP, pp. 6 and 13)

1.3.1 Improve the low flow channel and enhance its function for fish passage (depth, cooling, and close to vegetation). (SDP, p. 6)

1.3.2 Encourage the formation of a lagoon at the river mouth. (SDP, p.6)

1.4 Restore estuarine conditions for vegetation and aquatic wildlife habitat on the lower river including the San Lorenzo Lagoon and Jessie Street Marsh. (SEP, pp. 6, 13, 21)

1.4.1 Implement the Lagoon Management Plan to alleviate flooding on surrounding properties while maintaining optimal fish habitat.(SEP p. 2 and pp. 34-45)

1.4.1.1 Institute a summer water level control program at the river mouth after the lagoon closes naturally in the late spring or early summer of 1990. The program consists of: 1) raising the elevation of the natural summer sand bar by grading beach sand and 2) installing a pump and culvert to drain water from the lagoon bottom to the ocean. If necessary, a portion of the beach should be lowered just prior to the onset of the winter rainy season (October 1) to facilitate natural breaching by flows in late fall or early winter. (SEP, p. 2)

1.4.1.2 Continue monitoring fish and bird habitat quality after the water level control device is in place. Regulate the summer lagoon water surface at 4.5 feet above Mean Sea Level and discontinue breaching of the sand bar once the water level control device is in place. (SEP, p. 2)

1.4.1.3 Continue monitoring basement flooding problems to determine if repairs or improvements to pump systems are warranted, or whether a lower lagoon water level is appropriate. Assess the impacts of sustained summer water levels on levees by conducting a geotechnical investigation. (SEP, p. 2)

1.4.1.4 Re-vegetate the fringes of the lagoon as proposed in the Riparian Vegetation Restoration Plan. (Chapter 5). (SEP, pp. 2 and 41)

1.4.1.5 Modify the internal drainage system as follows: 1) Repair the slide gate at the end of the gravity outlet culvert along San Lorenzo Blvd near Jessie St. to prevent summertime flooding and excessive pumping; 2) Install a flashboard weir at the inlet to Jessie Street Marsh, located on the north side of San Lorenzo Blvd to control inflows, regulate salinities and preserve salt marsh vegetation; 3) Replace the toe ditch behind the levee at the Santa Cruz Boardwalk parking lot with a buried drainage pipe. Elevate the ground above to improve the picnic area and soil conditions for tree growth. (SEP, p. 2)

1.4.2 Manage the steelhead fishery in the San Lorenzo Lagoon to its full potential. (SEP, p. 21)

1.4.3 Control summertime water levels and salinities in Jessie Street Marsh, by repairing the slide gate on the gravity outlet and installing a flashboard weir on the headwall of the Jessie Street Marsh outlet. (SEP, p. 70)

1.4.4 Implement the Area 15 drainage improvements to reduce winter time storm runoff inundation. (SEP, p. 70)

1.4.5 Continue to make efforts to acquire ownership of the Jessie Street Marsh. (SEP, p. 70)

1.4.6 Develop a specific restoration plan for the Jessie Street Marsh. (SEP, p.70)

1.5 Manage important habitat areas on the riverbed for desirable bird species and eliminate habitat for pigeons under the Water Street bridge. (SEP, p. 6 and 13)

1.6 Improve River and lagoon water quality and minimize degradation from sewage leaks and urban runoff pollutants such as grease, oils, detergents, and non-point source bacterial pollution related to an urban river as well as taking measures to minimize human exposure and contact to degraded water. (SEP, pp. 6, 13, 22)

1.6.1 Investigate methods of controlling urban runoff pollutants to prevent grease, oils, detergents and bacteria from entering the river. (SEP, p. 3)

1.6.2 Investigate the feasibility of summertime pumping of ponded water in City storm drains to the City's Sewage treatment plant. (SEP, p. 3)

COMMUNITY DESIGN

GOAL SLR 2 **Improve the scenic value and urban qualities of the river corridor. (SDP. p. 7)**

Policies and Programs:

2.1 Develop the proposed flood wall as an important design element along a continuous pathway with landscaping, lighting, seating and other amenities, from the mouth to the Highway Bridge. (SDP, p. 11) See attached design guidelines.

2.2 Use biological restoration to enhance the aesthetic quality of the surrounding urban landscape taking full advantage of the river as a major public and urban open space. Integrate recreational uses, and commercial and civic development with environmental restoration and flood protection. (SEP, p.21)

2.2.1 Planting along the river is proposed to create a green "necklace" giving visual prominence to the river and connecting activity centers all along it through an uninterrupted pedestrian path extending from the mouth to Sycamore Grove. (SDP, p. 10) See attached design guidelines.

2.3 Improve the appearance of the river as a natural element in the City, allowing for a diversity of experiences. (SDP, p. 7)

2.4 Enhance views to and along the river. (SDP, p. 7)

2.5 Accentuate major gateways to the river. (SDP, p. 7)

2.6 Emphasize the role of the river in providing structure and a sense of orientation within the City and express its continuity through a continuous planting of tall, deciduous trees. (SDP, p. 7)

LAND USE

3.1 Encourage the rehabilitation and expansion of adjacent residential areas. (SDP, p. 7)

3.2 Encourage the reorientation and expansion of commercial facilities. (SDP, p. 7)

3.3 Designate a River Project Manager to effectively integrate the Enhancement Plan into the River Design Concept Plan, and to ensure proper coordination with the Corp of Engineers flood control project. (SEP, p. 4)

3.4 Work in a cooperative manner with the Corps of Engineers to achieve flood control objectives while addressing environmental needs and the diverse interests of the local community. (SEP, p. 21)

3.5 Monitor the behavior of the San Lorenzo River to develop an "Adaptive Management Strategy" to apply new information and understandings to management of the river to improve flood control and the quality of the riparian ecosystem. (SEP, p. 7)

3.5.1 Continue to utilize the resources offered by the University of California in surveying the channel each year. (SEP, p. 64)

3.5.2 Survey topography of the channel bed annually at the cross sections used in previous surveys and add two cross sections between Highway One and the City Weir to determine whether removal of sediment is necessary to maintain the June 1980 bed elevations and for determining changes after major floods. (SEP, pp. 62, 64)

3.5.3 Document vegetation on river bed and banks along transects from Soquel Avenue to Highway One in a manner that is consistent in successional surveys to provide information on what size vegetation scours out or is buried during floods and how plant communities are evolving. (SEP, pp. 62, 64)

3.5.4 Monitor scour chains in the river bed after major flood years to relate depth of scour to flow. (SEP, p. 64)

3.5.5 Mark and survey high water marks after major floods to help assess the project performance in containing floods, and in relating flood events to scour or deposition processes, and in determining threshold flows for scouring vegetation off of the channel bed. (SEP, p. 64)

3.5.6 Take an aerial photograph yearly to monitor changes in vegetation and the low flow channel, and for planning maintenance activities. (SEP, p. 64)

3.5.7 Install a recording stream gage at Highway 1, downstream of the City's Diversion Weir and underflow pumps. (SEP, pp. 62, 64)

3.5.8 Restore the USGS recording stream gage on Branciforte Creek at Market Street. (SEP, p. 64)

3.6 Design River improvements to cause minimal disturbance of existing vegetation and to maintain the natural character of bluff areas. (SDP, p. 16)

3.7 Design bridges to serve as memorable gateways and attractive structures when viewed from the river itself. (See SDP, p.17 for more details)

3.8 Design of bridges should accommodate pedestrian movement along both sides of the roadway, and be separated from traffic by a raised curb and gutter. The bridges should also be designed to provide for continuous public access beneath the structures along the levee promenades. (SDP, p.17)

3.9 Phase and implement improvements to The River Mouth Section (to Riverside Avenue Bridge) of the San Lorenzo River. (See SDP, p.16 - 17 for more detail.) (See Map ASP-16.)

3.9.1 Extend the promenade along the east bank of San Lorenzo (East Cliff Drive side) across the creek mouth and along the bluffs to the railroad pedestrian overcrossing. Also, consider developing an upper pathway along the edge of the roadway and beneath the stand of eucalyptus to provide connections to the top of the railroad bridge stair at East Cliff Drive. (See SDP, p. 16 for more detail)

3.9.2 Create a pedestrian trail from the promenade, below the East Cliff Drive bridge, to Ocean View Park, Jessie Street Marsh and the existing creekwalk leading to Pine Street and East Side neighborhoods. (SDP, p. 16)

3.9.3 Construct a flood wall (similar to the design described for the upstream reaches) at the inland edge of the promenade at the top of the east bank levee along San Lorenzo Boulevard. (SDP, p. 16)

3.9.4 Widen, strengthen and improve the safety features of the pedestrian/bicycle bridge on the railroad trestle. (See SDP, pp. 16, 17 for more detail.)

3.9.5 New development in the surface parking area along the west bank of the river (Third Street area) should be oriented to the riverfront promenade and the proposed linear park. Through-block pedestrian linkages to Third Street from the promenade and park should be provided at several points to break up the large block size of the parcel. These are recommended at Uhden Street, Kaye Street, and midway between Kaye and Beach Streets. (SDP, p. 17)

3.9.6 Provide a flood wall along the inland edge of the promenade on the west bank of the river, between the Riverside Bridge and the river mouth. Also, establish a 40-foot linear open space inland of the promenade and at the elevation of the flood wall to serve as an attractive area for picnickers and as a well-landscaped edge between future land uses and the river. (See SDP, p. 17 for more details.)

3.10 Phase and implement improvements to The River Bend (Riverside Avenue-Broadway) of the San Lorenzo River. (See SDP, pp. 17-19 for more detail.) (See Map ASP-16)

3.10.1 Give particular care to preserving the visual prominence of the river at its bend area and location at the foot of steep banks of Beach Hill when treating inner slopes to reduce erosion. (See SDP, p. 18 for more detail)

3.10.2 Alleviate erosion problems adjacent to the Laurel Street Extension and along the foot of Beach Hill by shifting alignment of the river to the east to allow for an attractive bank treatment along the west slope and to provide for smoother flow of the river around the bend. (See SDP, p. 18 for more detail)

3.10.3 Shift the east bank levee and promenade to the east along San Lorenzo Boulevard. Cut down the top of the existing levee to create an attractive benchland park, at the approximate elevation of the 25-year flood. (See SDP, p. 18 for more detail)

3.10.4 On the top of the new levee, construct a flood wall on the inland edge of the promenade in a similar configuration to other reaches of the river. (SDP, p. 18)

3.10.5 Rebuild Laurel Street extension as a two lane roadway with sidewalk and develop a lower 12 foot wide promenade and bikeway at the approximate 25-year flood elevation connected to the sidewalk by stairs at three points along the length (Cliff Street, Liebrandt, and Riverside Avenue). (See SDP, p. 18 for more detail)

3.10.6 On the west bank of the river, north of Laurel Street extension and south of the Broadway Bridge create a gently sloped and grassy bowl along the river edge to accommodate sunbathing, picnicking and more organized events such as concerts, performances and river festivals. A portion of the grass slope should be terraced with thin concrete curbs, to take up the grade and accommodate seating of large groups of people. (See SEP, p. 7 and SDP, pp. 18 and 19 for more detail.)

3.10.7 Consider development of a mixed-use river-oriented development in the undeveloped opportunity site between Laurel and Beach Hill adjacent to the river. (See SDP, p. 19 for more detail.)

3.10.8 Provide a flood wall on the inland edge of the promenade adjacent to the grassy bowl, against which backfilling for planting, or active commercial uses such as cafes, could occur. (SDP, p. 19)

3.11 Phase and implement improvements to The Front Street Plaza (Broadway-Soquel) of the San Lorenzo River. (See SDP, pp. 19-20 for more detail.) (See Map ASP-16)

3.11.1 East-west linkages should be enhanced and the prominence of the river accentuated through distinctive landscaping, lighting, and stairs that provide direct pedestrian and visual access to the levee-top and promenade. (See SDP, p. 19 for more detail.)

3.11.2 Create a riverfront plaza along the bank of the river on axis with the Metro Center Bus Terminal. The plaza should be designed to provide a strong visual terminus and gateway to the river from the Downtown. (See SDP, p. 19 for more detail.)

3.11.3 New development should provide commercial uses, such as restaurants and shops along the riverfront promenade. Particular emphasis should be given to food-oriented uses that will create an attractive destination, complementary with the retail orientation of Pacific Avenue. Buildings should not set back more than 20 feet from the promenade and the 20-foot space should be used for outdoor cafes. Development should also not turn its back on Front Street; rather active, commercial uses with storefront treatment are recommended along this street frontage. (See SDP pp. 19-20 for more detail.)

3.11.4 A flood wall should be provided on the inland side of the west bank promenade that serves as an attractive area defining the edge between the public promenade and the more private outdoor cafes, as well as a base for the decorative lighting standards and an informal place for seating. (SDP, p. 20)

3.11.5 In addition to the plaza with its fluvial staircase, public access to the water's edge should be encouraged at other locations along this reach of the river. Develop a smaller staircase at Cathcart Street, providing access to the river. (SDP, p. 20)

3.11.6 Construct a pedestrian bridge to connect Broadway with the proposed river plaza. The bridge should be designed to reinforce the visual gateway to the river that is created along the Broadway axis. (SDP, p. 20)

3.11.7 Redesign the pocket park at the foot of Broadway as a more distinctive and usable entry to the river corridor. (See SDP, p. 20 for more detail.)

3.11.8 Construct a flood wall on the inland edge of the east bank of the promenade to protect against flooding and to accommodate backfilling on the inland slope. (SDP, p. 20)

3.11.9 Construct a low retaining wall (approximately 18 inches) at the toe of the outer east bank levee and along the property line of adjacent residential development to provide for backfilling and planting on the outer levee slope and serve as a strong definition of the riverfront open space. (SDP, p. 20)

3.11.10 Incorporate a continuous landscape screen along the property line to provide a visual definition of backyard spaces, in addition to the riparian corridor vegetation. Walls on private property should be allowed to a maximum height of four feet above grade. Landscaping, or an open fencing or trellis, may be permitted above that height, if desired, for additional privacy. (SDP, p. 20)

3.12 Phase and implement improvements to The San Lorenzo Park Reach (Soquel-Water) of the San Lorenzo River. (See SDP, p. 20-22 for more detail; see also Map ASP-16)

3.12.1 Protect sandbars as loafing areas for gulls and other shorebirds and limit public access to the riverbed. (SDP, p. 21)

3.12.2 Control growth of existing willow thickets on the east bank through thinning and plant additional woody species for more diversity and creation of a multi-layered canopy. (SDP, p. 21)

3.12.3 Replace Monterey pines, cypresses and other non-native ornamental plantings in San Lorenzo Park with deciduous trees that are more compatible with the riparian environment. (SDP, p. 21)

3.12.4 Construct an 18-inch flood wall along the upper edge of the benchland in San Lorenzo Park. This wall should be designed with the same cross section as that described for the Highway One-Water Street reach, to provide a continuous edge for the pedestrian trail and bikeway as well as an attractive transition between the upper and lower portions of the park. (SDP, p. 21)

3.12.5 Realign the mouth of Branciforte Creek to meet the river at a more acute angle in order to alleviate problems of flow convergence. The design of the realigned creek mouth should incorporate a terraced promontory serving as a significant gateway to San Lorenzo Park and as an important outlook along the river. The pedestrian trail and bikeway within the park should also connect to a walkway that should extend across the creekmouth, beneath the Soquel Avenue Bridge and to the levee walkway to the south. (SDP, p. 21)

3.12.6 Within San Lorenzo Park, activities between Dakota Street and the pedestrian footbridge should be intensified to increase security and promote more diverse utilization of the area. (See SDP, p. 21 for more detail.)

3.12.7 Encourage planting of low growing chaparral on the mid-slope of the embankment, including toyon, baccharis and ceanothus on the west bank of the river. Non-native species which have little wildlife habitat value (such as melaleuca) should be removed. (SDP, p. 21)

3.12.8 Maintain the existing promenade/bikeway on the west bank of the river at its present location. To achieve flood protection and promote more attractive public access along this reach of the river construct a sidewalk along the eastern edge of River Street. (SDP, p. 21)

3.12.9 Redevelopment of the Long's/Albertson's shopping center along the western edge of River Street South should be designed to ensure a more positive and active edge adjacent to the river, with several through-block pedestrian linkages from Front Street and with development stepping down in height along the street edge. Consideration should also be given to the closure of River Street South between River and Water Streets to permit a more direct relationship between commercial activities (e.g., shops and restaurants) and the riverfront promenade. (SDP, p. 21 and 22)

3.13 Phase and implement improvements to The Transitional Zone (Water to Highway One) of the San Lorenzo River. (See SDP, p. 22-23 for more detail; see Map ASP-16)

3.13.1 Preserve the open characteristics of the inner banks and the sandbars within the riverbed for the feeding and nesting of shorebirds, particularly the spotted sandpiper. Discourage public access to the riverbed in this reach to minimize the disruption of these habitats, particularly during the critical months of May through July. (SDP, p. 22)

3.13.2 Design an approximately 18 inch high flood wall on both the east and west banks as an integral part of the pedestrian trail and bikeway. In addition to offering flood protection, this wall should provide a strong edge to the levee-top promenade, a base for the decorative lighting fixtures, a place for informal seating, and a retaining surface that permits backfilling of the outer banks. At approximately 250-foot intervals, this wall should step back from the promenade by 4 feet for the placement of two benches on either side of a lighting standard. (SDP, p. 22)

3.13.3 The outer banks on the east bank of the river should be planted with deciduous trees to provide a continuous canopy serving as a habitat for wildlife. Where appropriate biologically, the outer banks should be enhanced as an open space for the adjacent neighborhood. To this end, these areas should be regraded and the drainage ditch at the toe of the levee culverted to create a more gradual and usable slope including terraces for small community gardens as well as play areas.

Also, enhance the existing play area at the foot of Kennan Street and adjacent to the PG&E substation should be enhanced as a central focus of the linear neighborhood park. (SDP, p. 22)

3.13.4 Strengthen pedestrian and visual linkages between the Ocean Street corridor and the river along the east-west cul-de-sacs of Felker, Pryce, Kennan and Blaine Streets by enhancing existing public easements at these street ends, through improved landscaping, lighting, and the provision of levee stairs. Negotiate with private property owner(s) at the foot of Franklin Street for an additional access easement from this street to the river. (SDP, p. 22)

3.13.5 Construct new pedestrian overcrossings at the Highway One Bridge and at mid-point along the reach in the vicinity of Kennan and Josephine Streets. These pedestrian bridges should be designed as light and elegant structures that do not detract from the visual quality of the river channel. (SDP, p. 22-23)

3.13.6 New development on the west side of the river should orient activities to the water by raising the ground level of development to the promenade elevation and gradually grading back to the street level. The massing of buildings should generally step down in scale to the river, and buildings should set back 40 feet from the levee edge to create a broad space for landscaping along the river edge. (SDP, p. 23)

3.13.7 Create an attractive open space destination and visual gateway to the river in the vicinity of Josephine Street and the proposed pedestrian bridge. (See SDP, p. 23 for more detail.)

3.13.8 Consider realignment of River Street to create a more efficient transportation system and improve redevelopment opportunities on the west bank of the river immediately north of the Water Street Bridge. (SDP, p. 23)

3.14 Phase and implement improvements to The Natural River (north of Highway One to Sycamore Grove) of the San Lorenzo River. (See SDP, p. 23-24 for more detail; see Map ASP-16)

3.14.1 Provide a continuous pedestrian and bicycle trail along the west bank of the river to connect to Sycamore Grove and the more natural reaches of the river. (SDP, p. 23)

3.14.2 Design this section of the bikeway/trail to have minimum impact on the areas where natural riparian vegetation exist. The design of the trail should reflect the more naturalistic character of this reach and serve as a transition between the more urbanized reaches of the river and Sycamore Grove. (See SDP, p. 23 for more detail.)

3.14.3 Negotiate with property owners for the removal of fences and/or the acquisition of easements to develop the trail between Highway One and Sycamore Grove. (SDP, p. 24)

3.14.4 Maintain and enhance existing east/west trails between River Street and the riverfront and encourage additional connections where opportunities exist, such as at street ends, between properties, and/or on publicly owned land. (SDP, p. 24)

3.14.5 Encourage opportunities for recreational activities at Sycamore Grove that are consistent with natural features of the area. (SDP, p. 24)

PARKS AND RECREATION

GOAL SLR 4 Improve the recreational value of the riverfront. (SDP, p. 7)

Policies and Programs:

4.1 Emphasize the role of the river as a central spine connecting recreational activities within the City to one another. (SDP, p. 7)

4.1.1 Wherever feasible, improve linkages between adjacent uses and the river. (SDP, p. 7)

4.2 Provide amenities to aid use of the river as urban open space. (SDP, p. 7)

4.3 Provide more opportunities to experience the river at close range and get down to the water's edge. (SDP, p. 7)

4.4 Allow for continuous pedestrian/bicycle movements from Sycamore Grove to the mouth of the river. (SDP, p. 7)

4.4.1 Increase the number of pedestrian crossings of the river. (SDP, p. 7)

4.5 Provide ample facilities for handicapped access and enjoyment of the river. (SDP, p. 7)

4.6 Provide bicycle parking, where appropriate. (SDP, p. 7)

GOAL SLR 5 **Improve the flood control capacity of the river. (SDP, p. 6)**

Policies and Programs:

5.1 Achieve a non-dredging solution to flooding as proposed by the City's hydrologists in the San Lorenzo River Design Plan. (SDP, p. 10)

5.1.1 Replace upstream portion of the Water Street Bridge. (SDP, p. 10, SEP, p. 7)

5.1.2 Construct a low flood wall for protection at the top of the levees. (SDP, p. 10)

5.1.2.1 Create a continuous flood wall to provide 3 feet of freeboard above the 100-year flood. (SDP, p. 6)

5.1.3 Widen and realign the channel in the riverbed between the Broadway and Riverside Avenue bridges. (SDP, p. 10)

5.1.4 Reconfigure the confluence of Branciforte Creek as it enters the San Lorenzo River. (SDP, p. 10)

5.1.5 Maintain the short-term scour regime of the river during floods. (SDP, p. 6)

5.1.6 Manage upstream sediment sources and erosion to reduce amount of sand. (SDP, p. 6)

5.1.7 Minimize obstruction of channel with structures. (SDP, p. 6)

5.1.8 Encourage the adoption of innovative storm water runoff measures in upstream areas and adjacent to the river so that as development occurs, the prospects of flooding are not worsened. (SDP, p. 6)

5.2 Refine the River Design Plan and the Corp of Engineers Flood control Project to accommodate the San Lorenzo River Enhancement Plan as follows (SEP, p. 3):

5.2.1 Change project design hydraulic roughness values to reflect the inclusion of vegetation. (SEP, p. 4 and 55)

5.2.2 Increase the effective height of the levees between Soquel Avenue and Highway 1 by an additional 0.5 to 2.0 feet than is called for in the Design Concept and Corp of Engineers design. (SEP, p. 4 and 55)

5.2.3 Implement the Maintenance Plan to maintain the proper vegetation densities and hydraulic conditions. (SEP, p. 4 and 55)

5.2.4 Mitigate any impacts upstream of Highway One resulting from increased flood elevations caused by the Enhancement Plan. (SEP, p. 4 and 55)

5.3 Maintain levee and rip-rap stability. (SEP, p. 21 and SDP, p. 6)

5.3.1 Minimize levee damage from soil piping which results from high lagoon water levels. (SEP, p. 6 and 13)

5.3.2 Vegetation should not reduce or undermine safety and integrity of the levees or protective rip rap, therefore the Vegetation and Maintenance Plans should identify species and methods which minimize these problems and provide quality habitat. (SEP, p. 21)

5.3.2.1 Avoid impacts to levee stability caused by deeply rooted trees. (SEP, p. 6 and 13)

5.4 Minimize summertime flooding of poorly drained areas behind levees when the river mouth is closed by a barrier beach and the lagoon water levels are high. (SEP, p. 6 and 13)

5.4.1 Implement the San Lorenzo River Lagoon Management Plan. (CHAPTER 6) (See policy SLR 1.4.1)

5.4.1.1 Control the lagoon openings to avoid instantaneous breaching causing rapid high water on populated beaches. (SEP, p. 6 and 13)

5.5 Keep vegetation density in the flood control channel to a level that does not seriously impede flow by adding too much hydraulic roughness or by binding riverbed sediments and preventing scour during major floods. (SEP, p. 6 and SDP p. 6 and 13)

5.5.1 Develop an optimal density and distribution of species to achieve a balance between flood control and resource restoration. (SEP, p. 21)

5.6 Provide full access to the channel for maintenance equipment and personnel. (SDP, p. 6)

D. AREA-WIDE DESIGN GUIDELINES

Within River Corridor

Flood Wall

The City's hydrologists, Phillip Williams and Associates, have proposed a continuous flood wall along the banks of the San Lorenzo to provide 3 feet of freeboard above the 100-year flood as required by the U.S. Army Corps of Engineers.

1. This flood wall should be developed as a relatively continuous design element, integrated with lighting and seating.

2. The flood wall should typically be of an 18-inch height and should be located on the inland side of the levee access road or pedestrian pathway.

3. The flood wall should be used on the inland side of the levee as a way of encouraging filling and planting on the outer slopes.

4. The use of landscaping and stone work should be incorporated where possible on all walls to minimize the visual effect of long or extensive concrete surfaces.

Planting

1. A continuous deciduous forest should be planted along the outer east bank of the river to create an uninterrupted habitat for migratory waterfowl, other birds and wildlife species.

2. The deciduous forest on the east bank should include a planting of many different riparian trees, creating a multi-layered canopy of vegetation which provides seasonal color, including such species as sycamore, alder box elders, willows, cottonwoods, valley oaks and buckeye. Trees should be planted in clumps and in a random or naturalistic fashion.

3. A more formal planting of deciduous trees should be undertaken on the outer west bank of the levee, in keeping with the more urban character of the western bank and to contrast the other, more naturalistic side of the river. A large deciduous tree which is well adapted to urban conditions and resistant to disease, such as the Platanus racemosa, should be selected for use along this edge of the river.

4. The inner banks of both sides of the river should be infilled with a layer of soil, hydroseeded with a mixture of native wildflowers and grasses, and mulched. Special erosion control measures should be taken to ensure that the soil and plantings are anchored in place until established on the 3:1 slopes.

5. Vegetation along the inner banks of the river should generally be low in height, for greater visibility of the channel and increased sense of serenity within the channel corridor.

6. Adjacent to the low flow channel, and at the toe of the slope, a dense woody growth of willows should be planted to provide the shade and cover necessary for fish.

7. At the toe of the slope along the river banks of the levee, emergent vegetation, such as tules, should be allowed.

8. Irrigation should be provided or installed for the first two years of vegetation growth on the levee slopes until planting has successfully established itself.

9. An Enhancement Plan should be prepared for the river corridor.

Pedestrian Seating/Lighting

1. Pedestrian-scale lighting, which is approximately 16 feet above grade or below the major tree canopy, should be incorporated on the flood wall.

2. The fixture which is selected should be ornamental in character and be constructed of metal and painted, for protection from the elements and abuse.

3. Downlighting should be encouraged in order to minimize impacts on birds, and the type of lighting should encourage a natural rendition of color.

4. A regular cadence of lights should be provided, with the pooling of light at special places (such as bridges and major gathering areas) through accent lighting.

5. Seating should be integrated with the flood wall and located outside of the movement area. It should include benches in an alcove or on belvederes located 250 feet on center, as well as seating on top of the wall.

6. Seating should occasionally be provided on inner bank and overlooks incorporated where appropriate.

The Levee Pathway

1. A continuous path should be located on the top of the levee and adjacent to the flood wall for pedestrian and bicycle movement and occasional vehicular use, providing emergency and maintenance access. Simple and unobtrusive means of demarkation to separate pedestrians and cyclists should be explored.

2. The path should be generally around 12 feet wide and should be covered in a colored, fine textured (non-pavement) material, such as the decomposed granite ("Santa Cruz Gold") indigenous to the area.

Bridges

1. New bridges should not obstruct water flow; bridge piers should be located outside the channel bed on the banks of the levees.

2. Pedestrian bridges crossing the San Lorenzo should be light structures to form a counterpoint to the heavy vehicular bridges and to be relatively transparent when viewed against the horizon.

3. New vehicular bridges should be designed as gateways and to be viewed from a distance. They should allow for pedestrian movement on and below them. They should further incorporate pedestrian lighting.

4. Balustrades should be weighty, decorative elements in keeping with the structure of the bridge but, at the same time, they should allow for views through to the river.

5. The abutment of new bridges should be designed to accommodate a lower pathway along the river, and bridges should be designed for pedestrian and bicycle movement under them and access to city roads above.

6. Under-bridge areas should be carefully designed for attractiveness and security.

7. Distinctive signage or landscaping should be encouraged at the bridge heads to signal crossing of the river and the passing from one district of the city to another.

Outside the River Corridor

1. New development adjacent to the river should create a positive relationship to the promenade and the open space of the river corridor.

2. New development should protect views of surrounding hills and topography.

3. Activities should be oriented to the river and step down in height to it. The maximum height allowable immediately adjacent to and above the levee should be one story.

4. A minimum setback of 40 feet should be adopted in new development in all reaches except the west bank of the Broadway-Soquel reach.

5. Wherever possible, adjacent development should be graded up to the elevation of the promenade or flood wall to create a more positive and direct frontal relation to the river. As new development occurs, sites should be regraded to create a gradual transition in elevation from the top of the levee to the inland boundary of the parcel.

6. Adjacent lands should not be used for support or service uses, but should encourage public use and access along the river, such as parking lots or corporation yards.

7. Surface parking areas should be well screened from the riverfront promenade. Surface lots that do not serve riverfront activities should be located at least 100 feet away from the promenade.

8. Residential backyard areas should be buffered by a continuous landscape screen in the public right-of-way.

9. Street ends should be maintained as principal view corridors to the river.

10. Pedestrian access points to the river and pathway should be improved.

11. A consistent signage program should be adopted for orientation and to improve access and use of the river corridor.

12. Public restrooms and kiosks should be incorporated in key locations along the river for improved pedestrian comfort and communications.

13. Pump stations along the river should be concealed from view by landscaping and building design.

MAP ASP-16: SAN LORENZO RIVER IMPROVEMENTS

The City of Santa Cruz, California



N

LEGEND

1. Pedestrian trail to Sycamore Grove
2. Gateway landscaping
3. New pedestrian bridge
4. Levee improvements
5. Improvements to low flow channel
6. New pedestrian bridge
7. Improvements to upstream portion of Water Street Bridge
8. Improvements to San Lorenzo Park
9. Street/ flood wall improvements
10. Improvements to Branciforte Creek confluence
11. New pedestrian bridge
12. Front Street Plaza
13. New landscape improvements
14. Grassy amphitheater
15. New benchland park
16. Realignment of channel for erosion control/pedestrian access
17. Access improvements to water's edge
18. Pedestrian improvements
19. Cliff Walk
20. Widened pedestrian crossing on railroad trestle
21. Fountain/ water play area at river mouth

Source: San Lorenzo River Design Plan, 1987

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Table ASP-17

Flood Control Maintenance Guidelines — San Lorenzo River

1. Channel Bed

a. The channel bed should be maintained at the elevations measured in June 1980. Annual channel cross section surveys should be conducted as part of the monitoring plan. Any sediment accumulation found in excess of 1.0 foot above those levels should be removed. Most of the excess sediment requiring removal will occur in the reach between Highway 1 and Water Street. The dredging activity should be coordinated with wildlife agencies to avoid periods when wildlife may be sensitive to disruption, such as birds nesting on the river bed or fish passing in the low-flow channel. The dredging should avoid impacting the low-flow channel and a five-foot-wide vegetation buffer strip along its edges. The dredge activity should not affect the vegetation growing at the toe of the interior levee slope.

b. Each year, before flows have declined to a level where fish passage is a concern, a fisheries biologist should develop a plan to enhance or establish the low-flow channel in consultation with the California Department of Fish and Game. The initial efforts should focus on use of flow deflectors such as rocks or logs to concentrate flow and deepen the channel. If dredging is deemed necessary, it should first be accomplished by hand if possible before resorting to machinery. Any use of machinery should avoid disrupting sensitive wildlife such as birds nesting on the channel bed, or fish passing in the low-flow channel. Dredging of the low-flow channel should leave a buffer strip of river bed vegetation, and any rocks or woody debris that provide fish cover.

c. Woody riparian vegetation on the channel bed should be limited to a five-foot buffer strip on either side of the low-flow channel. The removal process should ensure that the root systems are broken up so that they do not bind the channel bed sediments together and restrict scouring. Removing the bed vegetation should to impact the vegetation growing at the toe of the interior levee bank. All willows in excess of one inch in diameter at breast height (dbh) should be removed from the riverbed.

2. Interior Channel Slopes

a. From the pedestrian bridge upstream to Highway 1, a 10-foot-wide strip of willow and alder trees along the toe of the levee should be maintained. The willows should be allowed to grow up to three-inch dbh, and alders up to six-inch dbh. The lower limbs of the alder trees should be trimmed. The willows should be thinned to favor those providing overhanging cover to the low-flow channel.

b. Upstream of Highway 1, the mature riparian forest along the east embankment should be left intact, except for a 50-foot-long reach upstream of the Highway 1 bridge which should be clear of large trees. Willow vegetation overhanging the low-flow channel should be left to provide shade and cover.

c. On the west embankment upstream of Highway 1, the riparian trees on the bank and at the top of the bank should be selectively cut to establish a sparse forest of large trees that shade most of the bank. This will help curb dense growth of willow thicket which can impede flow and catch debris. A strip of willow or alder at the toe of the bank should be retained to provide shade and cover for the channel bed.

d. Along the toe of the embankment and levee banks from the pedestrian bridge downstream to the Riverside Avenue Bridge, a 10-foot-wide strip of woody riparian vegetation and tules and cattails should be maintained.

e. From Riverside Avenue to the ocean, a five-foot-wide strip of willow, cattail and tule should be maintained at the levee toe. The willow should have stem diameter no greater an 0.5 inches and be trimmed to a maximum of five-feet wide by three-feet tall prior to the winder flood season.

f. Large riparian trees, cottonwood and sycamore, are allowed on embankments in San Lorenzo Park, and on the east embankment on the proposed river bend terrace between Laurel Street and Riverside Avenue. The density and distribution of trees should not exceed the levels shown on the Vegetation Plan.

g. Maintain shrub and grassy vegetation on levees to densities described in the Vegetation Plan. Do not allow woody shrubs to invade grassy areas.

SANTA CRUZ HARBOR DEVELOPMENT PLAN

Adopted December 29, 1980

A. INTRODUCTION

The Harbor is a regional resource, providing recreational, commercial, social and economic benefits to the community. It functions as a group of interdependent water-related activities including boat launching, berthing for commercial fishing vessels and recreational boats, boat repair areas, marine-related retail/commercial, restaurants, sailing programs, yacht club and boat sales. The Santa Cruz Harbor Development Plan was adopted by the Port District and serves as a specific guide to development and permit approvals for the Harbor. City zoning regulations for the area are very general and refer to this document as the specific regulation.

The purpose of the Development Plan is to lay out objectives for the harbor and follow with specific improvements. The primary objectives of the plan are:

- Increase the capacity of the Harbor for use by and service of recreational and commercial vessels;
- Provide facilities for commercial fish receiving;
- Expand marine-related service facilities and recreational businesses in the harbor;
- Provide recreational opportunities and shoreline access for the non-boating public;
- Resolve implementation of the Arana Gulch Mitigation Project;
- Facilitate financial planning by providing a basis for the projection on lease income to the Port District;
- Reduce and assist in the eventual elimination of the tax levied by the Port District on its tax area;
- Provide visitor-serving facilities for the citizens of the local community as well as for tourists visiting the area;
- Provide a well-coordinated, aesthetically pleasing development that is in harmony with Port District goals and the 1976 Coastal Act.

B. BACKGROUND

The planning area of the Harbor Development Plan encompasses about 38 acres of land and 52 acres of water. It accommodates nearly 1,000 berths for commercial and recreational boats. Approximately 35,000 square feet of commercial space accommodate restaurants, retail shops, boat sales, bait and tackle shops and a variety of other marine-related uses. In excess of 1,000 parking spaces support the various uses of the harbor.

C. SANTA CRUZ YACHT HARBOR (SCH)

The Harbor is well along in its development. The following is a description of future improvements to the Harbor.

1. Upper Harbor

- *Dry Boat Storage and Transient Launching Facilities:* At the north end of the Upper Harbor, space will be provided for the dry storage of 111 boat trailers and 13 combined cars and boat trailers. Two boat-launching cranes will be provided. Wash-down facilities will be provided with clarifiers. (SCH, p. 17)

- *Retail Commercial Uses and Food Service:* Adjacent to the dry boat storage area at the north end of the Upper Harbor is planned a 4,700-square foot building to house a 1,000-square foot coffee shop and 3,700-square feet of marine-related retail-commercial uses. These uses are planned for this area to serve boaters who launch their boats from dry storage and other Harbor visitors. (SCH p. 17)

- *Restaurant:* A 10,000-square foot restaurant, partially supported by piles, is planned for the northeast area of the Upper Harbor. (SCH p. 19)

- *Port District Maintenance Facility:* An area in the northwest section of the Upper Harbor will be devoted to a 2,000-square foot building with 4,000 square feet of open yard area to house Port District maintenance equipment and supplies. (SCH, p. 19)

- *Observation Decks:* At the south end of the Upper Harbor, on the east and west sides, will be public observation decks. These decks will be furnished with benches from which visitors can view Harbor activities, and will include bicycle racks, trash containers and landscaping. (SCH, p. 19)

- *Boat Slip Adjustment:* Some boat slips will be removed from the north end of the Upper Harbor to allow the loading and unloading of people and supplies from boats that are launched from this area. Some boats will also be able to tie up along the west side of this new loading dock. New boat slips will be added to the south end of the Upper Harbor, keeping the fairway at its current width. (SCH, p. 19)

2. Lower Harbor

- *Dry Boat Storage with Launching Capability:* On the west side of the Lower Harbor, additional space will be provided for 99 boat trailers. Boat launching and wash-down facilities will also be provided. (SCH, p. 19)

- *University of California at Santa Cruz Sailing Program Facilities Modification:* A 130-foot, L-shaped dock will be built in the turning basin just south of the Murray Street bridge. A building with a maximum of 2,000 square feet of floor area will be built under the Murray Street bridge within the UCSC lease parcel. (SCH p. 21)

- *Aldo's Restaurant and Adjacent Retail-Commercial Uses:* No expansion of floor area is proposed, but modification of the exterior and remodeling is anticipated. (SCH p. 21)

- *Crow's Nest Restaurant Expansion:* The existing 5,500-square foot building is planned to be expanded by 3,000 square feet to the west. (SCH p. 21)

- *Expansion of Retail-Commercial Uses:* The existing 12,600 square feet of marine-related retail-commercial uses adjacent to the Crow's Nest restaurant on the east, is planned to be expanded by 4,200 square feet. This expansion is planned for the second floor of the building. (SCH p. 21)

- *Retail-Commercial Uses:* Three of the existing buildings housing various retail commercial uses (yacht sales, chandlery, photography studio) in the north and central areas of the Lower Harbor-East will remain. The existing 1,800 square foot marine electronics building will be removed. (SCH p. 23)

- *Mini-Parks:* On both the east and west sides of the Lower Harbor adjacent to the water will be public mini-parks. These mini-parks will contain shade structures, benches, picnic tables, restrooms, drinking fountains, bike racks and landscaping that will provide a park-like atmosphere for Harbor visitors. (SCH p. 23)

3. Upper and Lower Harbor

- *Parking:* Parking will be provided for all of the existing and planned uses in the Upper and Lower Harbor, with additional parking for harbor visitors and beach users. (SCH p. 23)

- *Bicycle Route:* A bicycle route is planned to border the interior shoreline of the Harbor, with the exception of the north area of the Upper Harbor where the route will border the roadway around the dry boat storage area. (SCH p. 24)

- *Pedestrian Walkways:* Pedestrian walkways will border the interior shorelines of the Harbor, linking the various land uses of the Harbor including the public observation decks and mini-parks. (SCH p. 24)

- *Restrooms:* In addition to the seven existing restrooms and showers available to boaters throughout the Harbor, three additional public restrooms will be constructed to serve visitors. (SCH p. 24)

- *Parcours:* A series of stations at which an individual can participate in a variety of physical exercises, called a parcours, will be developed in conjunction with the bicycle paths, pedestrian walkways, mini-parks and public observation decks. (SCH p. 24)

- *Drinking Fountains:* Drinking fountains will be placed at convenient locations throughout the Harbor to serve the boating and non-boating public. (SCH p. 24)

- *Landscaping:* An overall landscaping plan for the Harbor will be incorporated into the design of each of the plan elements. (SCH p. 24)

SEABRIGHT AREA PLAN SUMMARY

Adopted September 1981

A. INTRODUCTION

The Seabright area is a residential neighborhood with a distinctive, small-scale residential character and a long history as a well-defined community. With construction of the Santa Cruz Yacht Harbor in the early 1960's, a major recreation resource was created immediately adjacent to the Seabright neighborhood. Construction of the breakwater for the Yacht Harbor resulted in a completely unanticipated by-product by changing sand deposit patterns in the immediate vicinity thereby creating a long, deep beach where only a small neighborhood beach had previously existed. Situated in the Santa Cruz area where large numbers of people visit City, County and State beaches, Seabright Beach became a major visitor attraction. This has been a mixed blessing to an established neighborhood, and the neighborhood has had the impacts of large number of visitors without the benefit of programmed support facilities. Since the area is virtually built out, and street improvements have been in place for many years, very little opportunity existed to deal with this new attraction.

In 1979, the Seabright Neighborhood Association, an active neighborhood organization concerned with the preservation and improvement of this residential neighborhood, petitioned the City Council to develop an area plan for the neighborhood. In response, the Seabright Area Plan was undertaken identifying four specific area concerns: tourist impacts, traffic and circulation problems, neighborhood preservation, and land-use and public facilities and services issues.

Direct tourist impacts include refuse and behavior problems throughout the neighborhood (littering, noise at late hours), specific deleterious impacts on the Mott/Cypress (Cove) entrance to Seabright Beach, and chronic illegal parking on area streets.

One of the primary traffic and circulations problems is the large number of tourists who wander into Seabright by mistake. Many are seeking the east side of the Yacht Harbor with the boat ramp, the Crow's Nest and most other public facilities; others are trying to find the main beach and boardwalk area. In addition, several intersections were identified as inadequate, either for vehicular flow or pedestrian traffic. Another concern was speeding on neighborhood streets as well as the physical condition of certain Seabright streets.

Neighborhood preservation was identified as the third topic of concern and involved a range of needs including rehabilitation and enhancement of housing stock, repair of the damaged section of East Cliff Drive, enhancement of the Tyrrell Park and Museum area, and protection of significant vegetation and riparian corridors.

Appropriate future land uses for significant sites in the area, general land use, designations, design guidelines pertaining to new construction and renovation, and improvements to existing public facilities and services — are covered in the Seabright Area Plan.

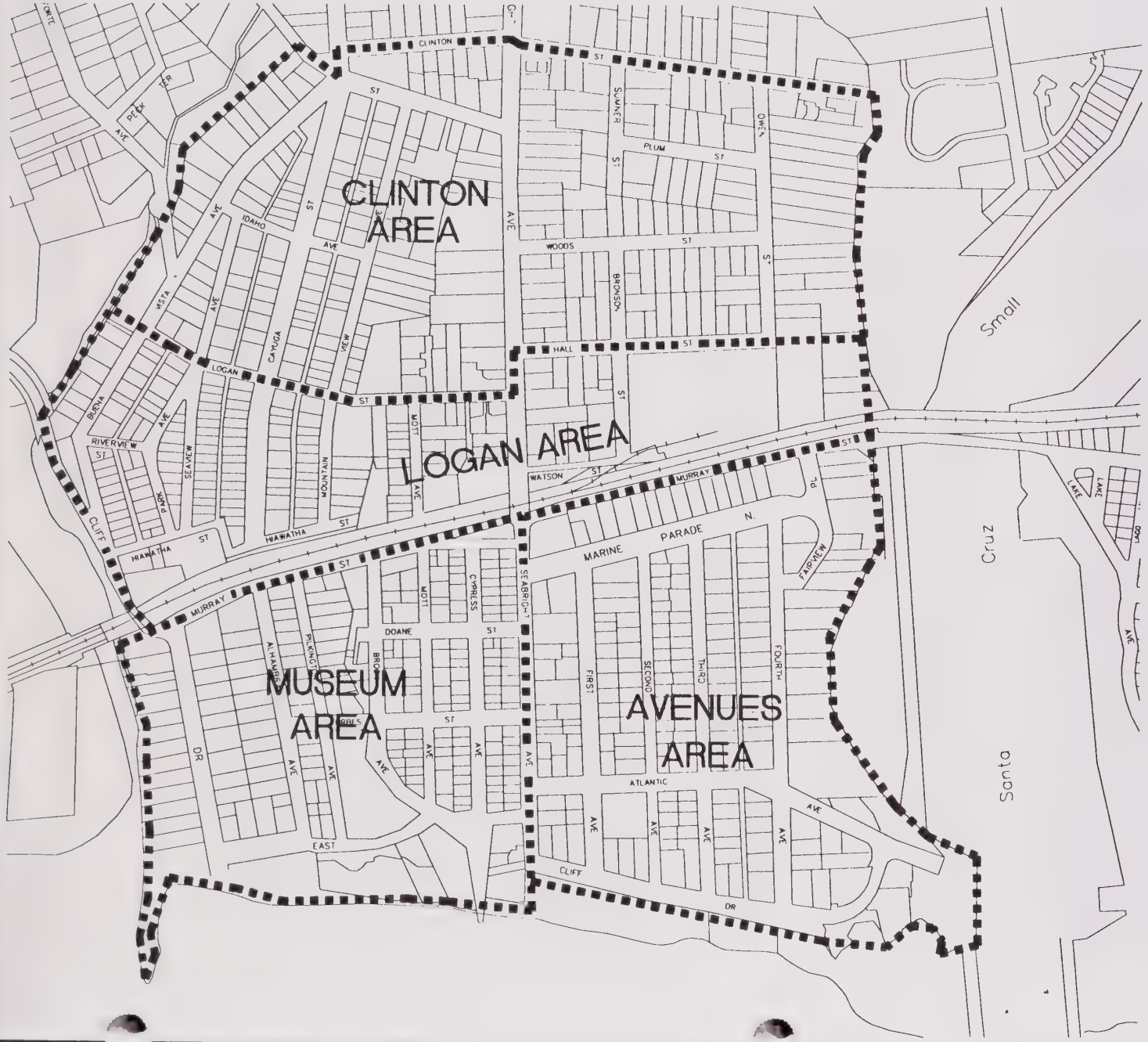
B. BACKGROUND

The Seabright neighborhood is a roughly rectangular area encompassing approximately 142 acres. Geographically, this is a very small segment of Santa Cruz (less than 2% of the City's total area). Located on a marine terrace defined by the San Lorenzo River to the west, the Santa Cruz Yacht Harbor to the east and ocean bluffs to the south, the area is characterized by relatively level topography and a coastal climate. The area is divided into four subareas: the Clinton Area, Logan Area, Museum Area and Avenues Area. (See MAP ASP-18)

The majority of Seabright is in residential use. Although single-family detached dwellings predominate, multiple-family units make up over one-third of the housing stock. Much of the Seabright area contains small lots. While the character of the area is decidedly single-family (detached dwelling on individual parcels) the density is often similar to multiple-family unit residential districts (approximately 20+ units per acre). Only a small area of Seabright, centered at the intersection of Seabright Avenue and Murray Street, is devoted to commercial use. One large parcel (the former Cannery site) is designated for general industrial use.

MAP ASP-18: SEABRIGHT AREA

The City of Santa Cruz, California



C. SEABRIGHT AREA PLAN SUMMARY POLICIES AND PROGRAMS

COMMUNITY DESIGN

1.1 Preserve the unique character and small scale residential nature of the Seabright area by providing design guidelines to be applied to both new construction in the neighborhood and renovation of existing structures. (SB p. 44)

1.2 In order to maintain and enhance neighborhood character, heritage trees in the Seabright area, either on public or private property, should be retained unless safety considerations require removal. (SB p. 55)

1.3 Additions to existing residential structures and new construction should employ an architectural style that is compatible with adjacent properties and the existing neighborhood. Efforts should be made to retain a scale and bulk appropriate to existing development patterns. (SB, p. 46)

1.3.1 Single-story additions to structures should be consistent with the architectural style of the existing residence. (SB, p. 46)

1.3.2 For two-story additions, the addition should be designed to maintain privacy for adjacent structures and not overwhelm adjacent structures; this can be accomplished through the use of architectural detailing and increasing setbacks with increased building height. (SB p. 46)

1.3.3 Additions to existing structures should be sited in such a way as to maintain a street scale compatible with existing development patterns. In most cases, single-story elements should be sited closest to the street with two-story elements sited to the rear. However, two-story elements may be appropriate along street frontages if smaller architectural segments and detailing are employed to reduce the perceived mass of the structure. (SB pp. 46 and 47)

1.3.4 Rooflines of both first- and second-story additions should be compatible with the existing neighborhood style. (SB p. 47)

1.3.5 New second-story outdoor living areas (balconies, porches, etc.) and windows should be located so as to respect privacy of adjacent structures and/or yard areas. (SB p. 47)

1.4 New construction should be consistent with the height and scale of adjacent structures, existing block setbacks, and major architectural elements and design features. (SB p. 47)

1.4.1 Stepping back larger development from the street, keeping one-story elements closest to the sidewalk. Two-story elements may be appropriately sited closest to the street when consistent with prevailing development patterns. (SB p. 47)

1.4.2 Increase setbacks from the street with increases in building heights. (SB p. 47)

1.4.3 Break up larger buildings into smaller architectural segments. (SB p. 47)

1.4.4 The level of architectural detailing should increase as building height increases. Detailing can include small balconies with decorative railings, windows or other architectural projections, various types of fenestration, porches, and/or entryways. (SB, p. 47)

1.4.5 Rooflines and overall architectural style should be consistent with existing neighborhood patterns. (SB p. 48)

1.4.6 As with modifications to existing structures, new structures should be sited and designed to preserve privacy on adjacent parcels including special treatments for second-story living areas (balconies, porches, and second-story fenestration). (SB p. 48)

1.5 Provision of garages, rather than carports, should be the method for providing required covered parking. (SB p. 48)

1.5.1 Garages should include design features to lessen the impact of garage doors on the street facade. These include methods such as recessed arcades, disguising the garage door to blend with walls, or accentuating garage doors as architectural details which enhance overall appearance. (SB p. 48)

1.6 Use landscape materials to provide accent, color, define space, and break up large building masses. Such materials may include bright annuals or perennials in window boxes, color accents and flowering shrubs as foundation plantings, formal central accents in entry courts, shade trees in conjunction with seating areas, and low formal hedges at property lines and along walkways. (SB p. 49)

1.7 Use porches, entryways, and balconies to provide both usable open space and accents of proper scale and style. (SB p. 49)

1.8 Use materials compatible with existing development. These include board and batten, horizontal wood siding, and other painted woods. (SB p. 50)

1.9 For new multi-story structures, shingles may be appropriate as long as building design contains architectural detail and breaking of masses. (SB p. 50)

1.10 Colors and details should be consistent with existing development as much as possible. These include pale, light color for buildings and bright color for trim, colored roofs and/or construction shingles. (SB p. 50)

1.11 Diagonal siding or highly reflective materials, such as aluminum or mirrored glass, should be avoided. (SB p. 50)

LAND USE

2.1 Provide for residential stability and improved residential quality by adopting appropriate land use designations for residential uses in the Seabright area. (SB, p. 22)

2.2 In order to ensure compatible land uses, provide performance standards and other use parameters for the remaining significant sites which exist in the Seabright Area. (SB p. 28)

CIRCULATION

3.1 Respond to safety concerns and the need to improve vehicular and pedestrian flow by developing specific improvement proposals for the eight problem intersections identified in the Seabright neighborhood. (SB p. 62)

3.2 Develop and implement a tourist-oriented signing program designed to aid the visitor in finding locations most frequently sought, such as the Yacht Harbor and Beach/Boardwalk area. (SB, p. 61)

3.3 Develop and apply speed mitigation measures to the three streets (Murray, Logan and Atlantic) which have been identified as having specific speeding problems. (SB p. 67)

3.4 Respond to the chronic problem of illegal parking on neighborhood streets by delineating legal parking spaces through pavement markings in the Seabright neighborhood and vigorously enforcing illegal parking. In the long term, evaluate the impacts on the Seabright area of the County's restricted parking program which goes into effect in the summer of 1981 (affecting the east side of the Yacht Harbor to 41st Avenue). Depending upon impacts, monitor conditions in Seabright and surrounding areas and evaluate the possibility of providing restricted parking on Seabright area streets. (SB p. 73)

3.5 Complete missing links in sidewalks and bikeways in the Seabright Area. (SB, p. 74)

HOUSING

4.1 Recognizing the age and physical condition of housing stock in the Seabright area, and the fact that this age contributes to both the charm of the area and its housing problems, provide housing rehabilitation incentives to prolong the life of residential structures in the Seabright neighborhood. (SB p. 39)

4.2 Consistent with the City of Santa Cruz General Plan, provide housing opportunities for all segments of the community. To this end, apply the City's Unified Housing Rehabilitation Program where appropriate, and identify possible affordable housing project locations in the Seabright area. (SB p. 40)

COMMUNITY FACILITIES AND SERVICES

5.1 Monitor and maintain the current level of public facilities and services in the Seabright neighborhood which have proven adequate. If tourist or other impacts on the neighborhood require additional public facilities and services, these should be evaluated and subsequently provided. (SB p. 79)

PARKS AND RECREATION

6.1 Develop and implement improvements to ocean bluff along East Cliff Drive. (SB, pp 82 and 83) (See Map ASP-19)

MAP ASP-19: PLAN FOR OCEAN BLUFF ALONG EAST CLIFF DRIVE

The City of Santa Cruz, California



Source: City of Santa Cruz
Planning Department
Seabright Area Plan, 1981

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TWIN LAKES STATE BEACH GENERAL PLAN SUMMARY

June 1988

California Department of Parks and Recreation

A. INTRODUCTION

Twin Lakes State Beach, located on the eastern edge of the City, features 6,000 lineal feet of ocean frontage at three separate beaches. The Santa Cruz Small Craft Harbor separates the Seabright Beach from East Beach and Fourteenth Avenue Beach. Besides the beach, distinctive features of this 91.6 acre unit include San Lorenzo Point, Schwan's Lagoon (a 23.5 acre freshwater lake), and smaller Bonita Lagoon (about 1.5 acres). Seabright Beach and San Lorenzo Point are the only features within the City limits. See Map ASP-20.

Over the past 40 years, the beach width at Twin Lakes State Beach has varied dramatically. The small craft harbor, constructed in the early 1960's, drastically changed the Woods Lagoon wetland and marsh, and the beach and coastline configuration. Seabright Beach has become a wide sandy beach between San Lorenzo Point and the harbor's west jetty. In contrast, the beaches downcoast from the harbor narrowed as their supply of littoral sand was cut off or diminished, reducing the recreation resource. Before the natural landscape of the Santa Cruz area was extensively modified, Schwan's Lagoon was a tidal estuary.

The coastal area of Santa Cruz County is one of the major recreation destinations in California. Twin Lakes State Beach has a visitor attendance of more than a million day-users a year. The summer accounted for 51% of this, fall 17%, winter 9%, and spring 23%. Major recreation activities include swimming, surfing, sunbathing, and other beach use.

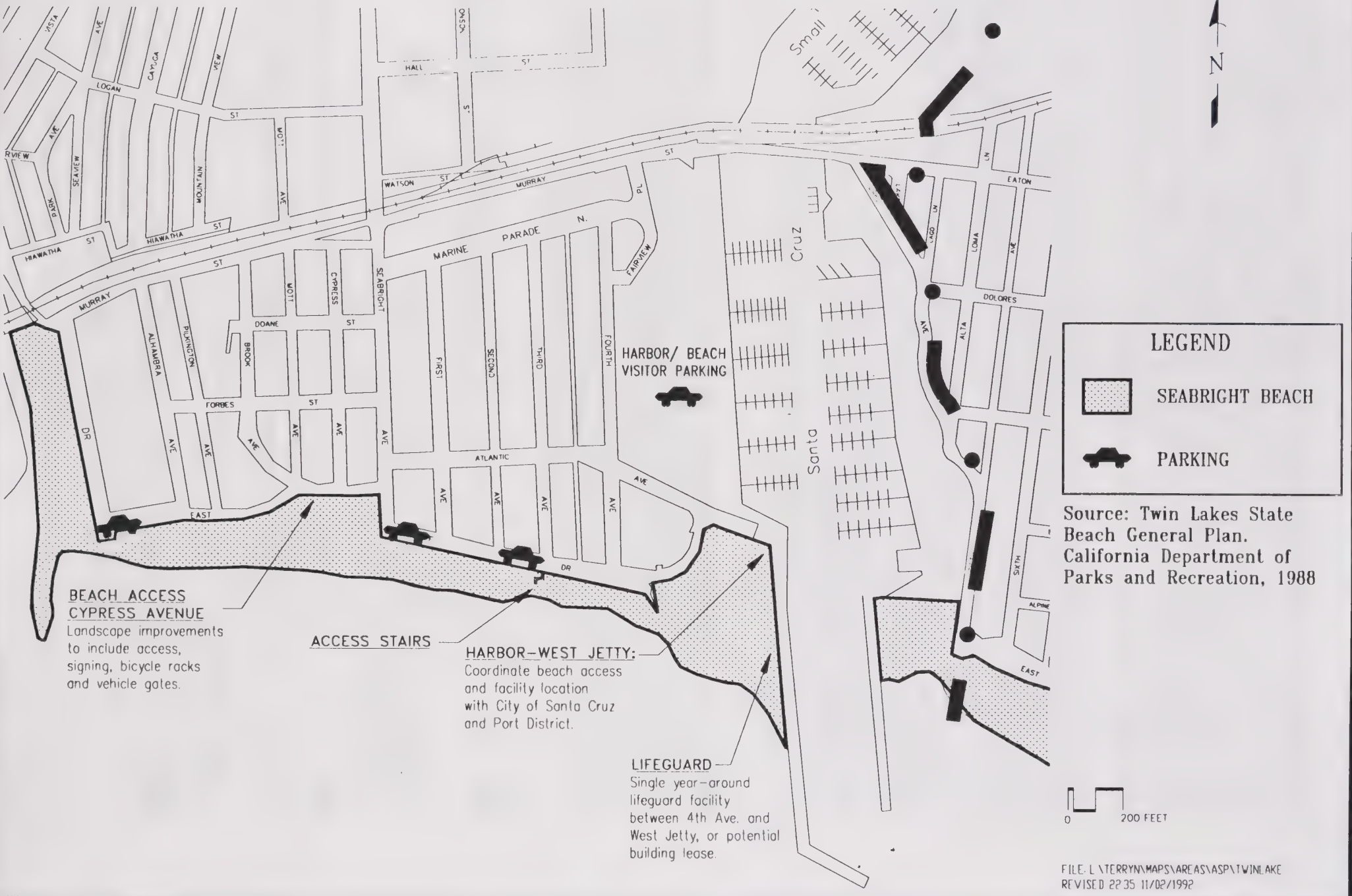
B. BACKGROUND

Three use intensity categories have been developed: low, moderate, and high. The low intensity zone includes the open water and adjacent wetland and riparian habitats of Schwan's Lagoon. The moderate intensity zone is the sandy beach where the environment can withstand heavy visitor use but is subject to ocean wave attack. The high intensity zone is relatively level land without important resource values.

Upcoast of the harbor jetty, Seabright Beach is one of the best sand beaches in the area, attracting very heavy use. Beach parking demands cannot be met within the current beach area. Current parking space at the harbor, along East Cliff Drive, and on residential streets will continue to serve beach users. The California Department of Parks and Recreation will coordinate with the City and Santa Cruz Port District to promote the planning, development, and management of public parking and the expansion of the public transit system serving Santa Cruz area beaches.

MAP ASP-20: TWIN LAKES STATE BEACH GENERAL PLAN

The City of Santa Cruz, California



Source: Twin Lakes State Beach General Plan. California Department of Parks and Recreation, 1988

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Beach access will continue from the harbor west jetty, Third Avenue stairway, and Cypress Avenue. Bicycle racks should be provided at each access point. The grade-level beach access at Cypress Avenue should be improved for better aesthetics and visitor access. An existing 11-stall restroom facility with outdoor showers is located on the beach near the Cypress Avenue access. A new comfort station is proposed between the Third Avenue stairs and the harbor's west jetty. Bluff fencing and signs will be maintained and improved to ensure safe public access along the existing trail to the overlook at San Lorenzo Point. Interpretive panels are also proposed at this location.

Beach width upcoast from the harbor jetty has substantially increased. Heavy beach use will require the expansion of lifeguard and aquatic safety programs and the installation of additional portable lifeguard towers. A year-round lifeguard facility is proposed for beach observation, first aid, and public control, and as a communications command post. Food service at Twin Lakes State Beach has been seasonal (approximately April through October). Mobile food service units have been located seasonally, predominantly at Seabright Cove and occasionally at Seventh Avenue. It is recommended that this type of concession service continue.

C. TWIN LAKES STATE BEACH (TL) POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

1.1 Exotic species capable of naturalizing shall not be used for landscaping at Twin Lakes State Beach. Management plans to control and/or eradicate broom, eucalyptus, English ivy, and cotoneaster shall be developed and implemented. Exotic species shall be replaced by native plant species from local population sources. When reproduction of eucalyptus occurs, the young trees shall be removed. All exotic tree species shall be removed from undeveloped areas. (TL, pp. 23, 44)

1.2 Remove and control cats and dogs and feral animals that endanger native wildlife and visitors using established wildlife management practices. (TL, p. 44)

COMMUNITY DESIGN

2.1 A landscape improvement plan should be prepared for the area that includes locations and design standards for outdoor furniture, signs, lighting, gates, bicycle racks, landscaping, and accessways. (TL, p. 30)

CIRCULATION

3.1 Continue to coordinate efforts among the City, State Parks, the Santa Cruz Port District, and local recreation providers to promote the planning, development, and management of public parking and

expansion of public transit systems to Santa Cruz area beaches. (TL, p. 29)

3.2 Continue to coordinate with local community efforts to enhance the streetscape and improve vehicle and pedestrian accessways. (TL, p. 30)

COMMUNITY FACILITIES AND SERVICES

4.1 Develop a second comfort station on the beach between Fourth Avenue and the west jetty to serve beach users. (TL, p. 40)

PARKS AND RECREATION

5.1 Investigate the feasibility of beach replenishment at Twin Lakes State Beach in concert with deposition of the dredge materials from the small craft harbor. Early consultation with the County, Harbor District, Army Corp of Engineers, California Department of Boating and Waterways, California Coastal Commission, and State Lands Commission will be necessary to assure a successful project. (TL, p. 22)

5.2 Continue to monitor the erosion process occurring on San Lorenzo Point to ensure safe public access along the existing trail and overlook. Bluff fencing and signs shall be maintained. The land overlooking the San Lorenzo River should include appropriate landscaping, benches, and interpretive panels focusing on shorebirds, beach safety, sand transport, erosion, natural bridge formation, and the historic use of Twin Lakes Beach. (TL, pp. 30, 35)

5.3 Increase lifeguard service and extend it year-round. (TL, p. 44)

5.3.1 Provide an additional lifeguard tower at Seabright Beach and a rescue boat moored in the Santa Cruz Small Craft Harbor to provide for quick and immediate response. (TL, p. 44)

5.3.2 Construct a year-round lifeguard facility for beach observation, first aid, and public contact, and a communications command post. The preferred location for this facility is between the harbor and Fourth Avenue near the base of the bluff. The tower should be located and constructed with sufficient height so as to provide for beach surveillance from San Lorenzo Point to Setzer Point. (TL, pp. 30, 44)

5.4 Continue to provide services stipulated by the existing concession contract at Seabright Cove. The concessionaire will provide food, sundries, and beach equipment. (TL, p. 38)

5.5 Encourage present day-use activities as long as they do not compromise natural resources and visitor safety. Recreational activities sponsored by individuals, groups, or organizations may be considered by special-event permit. (TL, p. 42)

5.6 Provide additional staff and equipment to increase beach cleaning (sand sifting) to maintain a clean, hazard-free environment for visitors. Additional fire rings and their frequent cleaning will also be given high priority. Debris deposited by winter storms will require removal as soon as possible. (TL, p. 43)

5.7 A docent program under the management of the Monterey Bay Natural Historical Association will be considered and initiated if appropriate. Volunteers could conduct guided walks and give presentations to various user groups and also maintain interpretive displays. (TL, p. 45)

5.8 Encourage the Monterey Bay Natural Historical Association to maintain its involvement with the district's Junior Lifeguard program and any other appropriate programs. (TL, p. 45)

CULTURAL RESOURCES

6.1 Permits for collection of paleontological resources within Twin Lakes State Beach shall be carefully controlled to ensure proper management and protection of these nonrenewable resources. Collection of fossil resources shall be approved only when the collection will result in direct benefit to the State Park System. (TL, p. 20)

SAFETY

7.1 Establish setback zones — both "zones of exclusion", where facility development is precluded, and "zones of demonstration," where facility development is allowable if stability and geologic suitability can be demonstrated. (TL, p. 20)

7.1.1 A zone of exclusion shall be established to include the base, face, and top of all bluffs and cliffs extending inland to a plane formed by a 45-degree angle from the

horizontal at the base of the cliff or bluff. No new structures shall be constructed within this zone unless they are either movable or expendable. Existing facilities, including buildings, may remain in use subject to regular inspections by field personnel in coordination with a geologist. A zone of demonstration shall be established to extend inland from the zone of exclusion to the intersection of the ground surface with a plane inclined 20 degrees from the horizontal from the toe of the cliff. (See TL, p. 20)

7.2 If visitor-use patterns continue, increased law enforcement staffing and associated equipment will be needed to provide adequate levels of public and resource protection. Should visitor use patterns change decidedly, the level of response may need to be reviewed and modified accordingly. Regular patrols and crime prevention program will be provided to establish a law enforcement presence, prevent crime, and apprehend violators. (TL, p. 43)

7.3 Structural protection measures shall be undertaken only if nonstructural measures (i.e. relocation of facility, setback, redesign, or beach replenishment) are not feasible. (TL, p. 20) If a protective structure is constructed (i.e., riprap at the base of the seawall or construction of a new seawall), the structure shall not:

1. Significantly reduce or restrict beach access;
2. Adversely affect shoreline processes and sand supply;
3. Significantly increase erosion on adjacent properties;
4. Cause harmful impacts on plant, wildlife, or fish habitats;
5. Be placed further than necessary from the development requiring protection; or
6. Create significant visual intrusion.

7.4 A photographic and physical survey monitoring program should be instituted at Twin Lakes State Beach to document beach width and elevation changes, seacliff retreat, and block falls. Monitoring points shall be established, in consultation with a geologist and support shall be sought from other public agencies initiating baseline data collection programs (California Department of Boating and Waterways, U.S. Geological Survey, U.S. Army Corp of Engineers) (TL, p. 22)

UCSC LONG MARINE LAB
PROGRAM AND FACILITIES PLAN SUMMARY

(excerpts from the Program and Facilities Plan of the Institute of Marine Sciences May 30, 1991)[40]

A. INTRODUCTION

The mission of the Institute of Marine Sciences at UCSC is to encourage, facilitate and strengthen marine instruction and research conducted by University faculty, students, staff and researchers and to support marine sciences as an area of special distinction for the Santa Cruz campus.

The Institute of Marine Sciences has facilities both on campus in the Natural Sciences Earth and Marine Sciences Building (to be completed in) and off campus at Long Marine Lab. The campus location, supported by the onshore Long Marine Lab, provides easy access to diverse marine habitats and life of central California. The combination of active faults and substrate geology, Monterey Submarine Canyon, distinct currents and marine seasons, and coastal habitat diversity, coupled with the overlap of the northern cold water biota with the southern warm water biota, makes the Monterey Bay area and central California and absolutely magnificent area for the support of research and instruction in the marine sciences. This incredible diversity is readily accessible to faculty, researchers, and students, and serves as an excellent anchor for studies carried out farther offshore and in more remote geographic regions of the world.

Long Marine Lab facility which includes Younger Lagoon, is located at the City's western edge, and while under the jurisdiction of UCSC, is subject to the coastal act and coastal permit process. The Long Marine Lab provides UCSC with an opportunity to develop marine programs and facilities that cannot be developed on campus. The close proximity of the lab to the campus and the ocean, which is only a five minute drive from campus, permits ease of integration of activities there with the campus' instructional and research activities. An hourly shuttle bus service between campus and Long Marine Lab would ensure closer linkage and obviate the parking problem on campus.

B. BACKGROUND

The Long Marine Lab is primarily a marine biology and environmental toxicology support facility. In the future it will support a broader disciplinary cross section of marine sciences activities. The Program and Facilities Plan of the Institute of Marine Sciences was developed to list types of facilities perceived to be needed for the 75 to 100 year future of the UCSC marine program, both at Long Marine Lab and at the campus.

The reputation of the scientists and programs at UCSC presently attract an international group of scientists to the campus and the marine lab. The existence of a seawater system of excellent water quality coupled with facilities already at Lone Marine Lab has attracted the interest of a number of coastal dependent activities. This interest in locating activities

[40]Excerpts from the Long Marine Lab Program and Facilities Plan are informational only and are subject to change in the future. As such, inclusion of this Summary within the General Plan is not intended to express City policy and expectations with regard to the development of Long Marine Lab.

in Santa Cruz is sure to continue as the marine program grows, develops and matures. Because these activities have space implications, the present planning process must include in its consideration potential affiliated program opportunities in the context of land-use planning.

The need for specific research and office facilities may change over time and new needs are certain to be identified. Hence, space needed and types for future research and office facilities should be planned for and updated as new information is available. The listing that follows is not a prioritized action plan for future development and as actual space and facility needs for Long Marine Lab become clear, plans should be developed to accommodate them.

1. Marine Vertebrate Facilities

The facilities already developed at Long Marine Lab (augmenting field research) are presently unparalleled anywhere in the nation. Judicious further development of facilities could result in Santa Cruz being the national center for research and instruction in marine vertebrate biology. The following facilities support the intention to be recognized as a national center for marine vertebrate biology and are not listed in priority ranking. Some facilities might be brought to LML with affiliated program opportunities.

a. Veterinary Care and Pathology Lab. Need a building of about 20'x50'. It is possible that this need could be met if the Wildlife Oil Spill Response Facility is constructed at Long Marine Lab.

b. Isolation Tanks. At least two tanks, perhaps 25' diameter and 6' deep are required to hold and care for sick animals. These tanks must be geographically isolated from the health animal area. This need might be substantially met if the Wildlife Oil Spill Response Facility is constructed at Long Marine Lab. Some holding tanks of that facility might be available when not in use for other purposes.

c. Office building. An office building of about 6,240 ogsf, with 8 faculty sized offices, 3 post doc offices, graduate student office space and space for visiting faculty, researches and students is needed to housing visitors from the international research community as well as students, faculty, and researchers from Monterey Bay marine institutions.

d. Deep Diving Tank. This tank, perhaps 10 meters deep and 3 to 5 meters in diameter would permit diving physiology studies on unrestrained animals. It could also be used by the Nearshore Ecology and Ocean Processes group to study plankton behavior, stratification, and movement on a mesocosm-scale.

e. Swim Flume. This facility would be about 30 feet long by 10 feet wide and would be designed to support hydrodynamic and bioenergetic studies on a variety of marine organisms including mammals, seabirds, fish, and sharks.

f. Avian Research Building. This building would be about 5,000 ogsf and would permit the new research directions in conservation biology and the use of birds, especially raptors and seabirds, as environmental barometers. It would also complement interest in locating the Wildlife Oil Spill Response Facility and Oil Spill Captive Breeding and Research Facility at Long Marine Lab.

2. Ocean Sciences Building

Proposed is a two-story building of about the same footprint size as the Institute of Geophysics and Planetary Physics (IGPP) at Scripps. This building would be designed to support those components of marine geology/geophysics, physical oceanography, ocean acoustics, etc. that cannot be housed on campus. The programs located in the Ocean Sciences Building would be of significance in the interest of attracting units of the USGS to the campus (i.e., coastal processes and marine geology and geophysics).

3. Marine Biosphere Research Building

This building would be two stories, about 11,000 ogsf each floor and will support marine biology and biological oceanographic research. Specialized labs such as a Larval Culture Facility, Plankton Culture Facility, and Mud Lab will support the Nearshore Ecology and Ocean Processes program activities and also be a distinctive resource available to the Monterey Bay marine community.

4. Coastal Ecosystem Environmental Quality (CEEQ) Building

The CEEQ building will be two floors of about 15,750 ogsf each floor could be the Monterey Bay center for coastal and nearshore marine water quality and wildlife research. It is anticipated that the building will be non-University funded serving the Monterey Bay marine sciences community in support of core research activities in the Marine Sanctuary and Estuarine Research Reserve. It would house a major analytical laboratory complex to provide sophisticated analytical capabilities and be supportive of the research activities of Environmental Toxicology, Nearshore Ecology, Ocean Processes, Marine Vertebrate Biology, and Conservation Biology. It is anticipated that the lab would be a Beta test-site for industry to develop new analytical instrumentation.

5. Marine Biotechnology Building

The Marine Biotechnology building might be about 10,000 ogsf, but needs further study. The building would have sophisticated laboratories to support molecular biological techniques applied to marine organisms, from unicellular plankton to invertebrates and

plants. The building should enhance university-industry interaction, from drugs from the sea to aquaculture.

6. Marine Education Building

As presently planned, the Marine Education Building would have two "wings" (each about 4,500 ogsf), a Visitors Center and a Teaching Center (two class laboratories). Both facilities would attract a large number of people to the site; therefore the building should be somewhat isolated from the research activities.

7. Field Research Support and Corporation Yard

The corporation yard would include storage space to support research activities, machine and wood shops, small boat storage and repair area etc. About 5,000 ogsf of indoor space is required on a half acre site.

8. Caretaker's and Visitor's Apartments

The Long Marine Lab's effort to be an international center, as well as a regional Monterey Bay center, would be significantly enhanced by the development of housing for visiting scientists. Presently, housing availability and price prevents some from staying the full term or coming at all. One or more modest apartment complexes could be constructed at Long Marine Lab. In addition facilities for the caretakers, who provide night, weekend, and holiday security and plant maintenance would be part of this housing program.

9. Wildlife Oil Spill Response Facility

A State oil spill bill passed in 1990 contains funds to construct a Wildlife Oil Spill Response Facility, primarily to respond to the State need for a sea otter facility. The facility would be used between oil spills to carry out research required to better understand the effects of petroleum hydrocarbons on seabirds and marine mammals in general. In addition, the facility would be the State coordinating center for the overall wildlife oil spill response program.

About 80,000 square feet of indoor and outdoor space is required for this project. Its presence would establish Santa Cruz as the state center for these activities and its activities would complement those of the Marine Vertebrate Biology program, Nearshore Ecology program and Environmental Toxicology program.

10. Seabird Research and Captive Breeding Facility

Long Marine Lab is a possible site for a Seabird Research and Captive Breeding facility because of the Marine Vertebrate Biology program and facilities, the presence of the Trace Organics Analytical Facility of the Environmental Toxicology program and the seawater system. The Seabird Facility would have a captive breeding program that would focus on reproduction of threatened or endangered seabirds, and an ongoing research program to study the physiological, reproductive, and toxicological effects of petroleum hydrocarbons on seabirds. About 1.5 to 2 acres would be needed for this facility.

11. U.S. Geological Survey

Discussions have taken place to encourage the possible relocation of all, or units, of the USGS branch of Pacific Marine Geology (BPMG) to Long Marine Lab. The present scientific efforts of BPMG are partitioned into five research categories: 1) coastal process; 2) crustal framework and tectonics; 3) sea-floor minerals; 4) geology of sedimentary deposits and sedimentary processes and 5) exclusive economic zone (EEZ) mapping. Categories 1-4 are of great interest to and would strengthen considerably the Santa Cruz marine geology activities. The BPMG scientists desire a close connection with a research university and advantages to Santa Cruz include easy BPMG facilities, research support for both graduate and undergraduate students, jobs for students, co-sponsored seminar series and conferences, and expanded possibility for collaborative research.

Although BPMG is not likely to totally relocate at this time, sub-units or research clusters might be movable over time. Space for an 80,000 square foot research and office building (and parking), perhaps constructed in about 20,000 square foot increments should be included in land-use planning.

12. U.S. Fish and Wildlife Service

Through a cooperative agreement the U.S. Fish and Wildlife service has established the Santa Cruz Unit at UCSC. Research by this units has focused upon nearshore ecology and the role of sea otters in the nearshore. The U.S. Fish and Wildlife Service has initiated discussions about the development of a California Research Laboratory to study waterfowl issues. Long Marine Lab is a possible site because of the proposed graduate program in Conservation Biology and the Marine Vertebrate Biology, Nearshore Ecology, and Environmental Toxicology programs. In addition, the two affiliated oil spill response facilities described above is a further attraction. Discussions about a California Research Lab are in the most preliminary stages with decisions about size, site location, and funding a few years away. About 1.5-2 acres of indoor/outdoor space would be needed.

13. University-Industry Interactions

The Long Marine Lab is on the open coast and has excellent sea water. The lab already is a magnet for coastal dependent activities such as marine aquaculture. Space at and adjacent to Long Marine Lab should be designated for coastal dependent industries that have the potential for substantial interaction with core academic activities at the lab. Land clearly designated for coastal dependent activities such as marine aquaculture and other activities would also be supportive of research activities at Long Marine Lab.

A. INTRODUCTION

UCSC is a tremendous resource and vital part of the community. Presently only the developed half of the campus is within the City limits. It occupies some 15% of City land making it a large factor in how the City looks. Its beautiful setting is enjoyed by many city residents who also avail themselves of recreational, educational, cultural, and social opportunities of the campus.

It is clear that Santa Cruz would not be as diverse, urbane, and economically strong a community without UCSC. At the same time, the University, by virtue of its size and growth brings major impacts to the community in terms of housing, traffic and services.

The University's existence and growth are particularly difficult for the community because, as a State agency, UCSC claims exemption from local planning laws. Therefore there is no direct way in which the City can influence university growth. The City has to rely on persuasion to convince the University to address City concerns. In 1988, citizens passed an ordinance establishing City policy concerning university growth and its impacts. Those policies are included in the goals, policies and programs of this section.

In May of 1989, the Regents of the University of California adopted a Long Range Development Plan (LRDP) for the UCSC campus. It covers a period to 2005 and lays the groundwork for a student enrollment increase from 7,500 to 15,000. The Plan speaks primarily to on-campus physical development needs. Several of its policies, and impact mitigation in the EIR, are important to the community and have also been included in this summary of City policies. They include a goal to house certain percentages of students, faculty and staff on campus to diminish housing impacts on the community, and to pay for certain infrastructure costs attributable to campus development.

Recognizing the importance of the UCSC/community relationship, the Long Range Development Plan calls for five measures to ensure that environmental impacts of future development are fully assessed and received:

1. Schedule annual meetings for the duration of the LRDP between the Chancellor and the Mayor to review the University's capital program and to discuss potential community effects of upcoming projects. The purpose of these meetings will be to ensure closer coordination in the planning processes of the University and the City and to provide an early opportunity for City input to University plans.

2. Prepare focused Environmental Impacts Reports (EIRs) on *all* future major capital projects of the campus (defined as new construction projects of greater than two million dollars in construction costs in 1987 dollars as measured by the Engineering News Record index). Such a process will permit informed and reasoned decisions to be made by the campus and The Regents as to whether existing infrastructure and adopted mitigation measures described in the LRDP EIR or the individual project EIRs are sufficient to support the continued phased development of the campus.

3. Establish detailed baseline data for community housing stock, on-campus housing, and infrastructure (traffic, water, sewer) in the EIR associated with this LRDP. Each successive individual project EIR (new colleges, laboratories, theaters, etc.) will assess the incremental and cumulative effects of the continued development of the campus on these services, and maintain updated baseline date for subsequent EIRs. Such a process will aid the community and the campus in assessing the incremental and cumulative impacts of campus growth and the extent to which the goals and mitigation measures of the LRDP are being achieved over time.

4. Establish an Environmental Assessment Unit staffed by qualified environmental professionals to conduct and/or review environmental impact documents independent of the building project managers. This unit will be responsible for monitoring community reactions to campus growth, encouraging and soliciting community input on growth-related issues, and ensuring that community views are considered at early stages of the planning process.

5. Submit preliminary drafts of sections of individual project EIRs to the appropriate City departments for informal review, comment, and consultation with regard to the adequacy and accuracy of technical information prior to completion and publication of Draft EIRs.

B. UCSC
GOALS, POLICIES AND PROGRAMS

GOAL UC1: Work with UCSC to minimize and mitigate the adverse effect of its growth on the community, while encouraging active cooperation on jointly beneficial projects.

Policies and Programs:

1.1 Meet periodically with University representatives to maintain open channels of communication and provide opportunities for UCSC to participate in local planning matters by appointing UCSC representatives to relevant advisory bodies and reciprocal appointments of City representatives to UCSC committees.

1.2 By 1993, or when the campus enrollment reaches 11,000, request the University to reevaluate the environmental impacts of growth and ascertain whether the assumptions and conclusions of the Final LRDP EIR continue to be valid.

1.3 Expand services to UCSC contingent upon the University's success at meeting its housing goal and mitigation measures.

1.4 Expect the University to plan its enrollment growth in a way which mitigates the impact of enrollment on the community.

1.5 Expect the University to meet its housing goal of housing on campus 70% of its undergraduates, 50% of its graduate students, and 25% of faculty and staff recruited from outside Santa Cruz, and monitor the achievement of this goal.

1.5.1 Count off-campus housing towards the UCSC housing goal if it is built or master-leased by the University, or if it is occupied by University-related population with University assistance, while ensuring enhanced circulation linkages between the City and UCSC to mitigate traffic impacts.

1.6 Require adherence to the CEQA in mitigating significant adverse impacts of University growth, in accordance with the LRDP mitigation measure:

1.6.1 In accordance with the expressed intent of the LRDP, increased undergraduate student enrollment will be accommodated primarily in collegiate residential development.

1.6.2 Colleges will be planned for completion on the basis of one new college for every undergraduate increase of 1,000 students.

1.6.3 Each college will be planned to serve approximately 1000 enrolled students with a minimum of 750 bed spaces for the purpose of accommodating all freshpersons plus residential life staff and a sufficient number of upper-division and graduate students as necessary to provide role models for the University,s youngest students. This housing could be provided in dormitory-type or apartment units The bed spaces will be planned for occupancy at the time of completion of each college's academic facilities. The remainder of bed spaces will be completed no later than three years after completion of the initial bed spaces.

1.6.4 Increased housing to bring the 1981-88 on-campus undergraduate and graduate housing percentages to the goals established in the LRDP will be scheduled in accordance with straight line projections between 1981-88 and 2004-01.

1.6.5 Inclusion area projects to bring the 1981-88 on-campus housing percentage to the goals established in the LRDP form faculty and staff housing will be scheduled in accordance with a straight-line projection between 1981-88 and 2004-05. Housing demand will be accommodated no later than three years from the time the campus drops below this straight-line projection.

1.6.6 The University will establish a planning and construction schedule with sufficient lead time to allow occupancy of housing at the projected dates.

1.6.7 Three-quarter average FTE student enrollment levels shall not exceed 11,000 in any academic year prior to the year 2001 without

appropriate environmental review in accordance with the requirements of CEQA.

1.7 Approve the expansion of services to UCSC only as required by law, or as they mitigate particular impacts.

1.7.1 If on-site water resources prove to be inadequate, the University will, upon the City's final improvement of the development of financially and technically feasible new sources of water or of improvements to the delivery system sufficient to serve projected water demand as set forth in the Final EIR, negotiate with the City to determine the reasonable marginal capital cost of developing such new sources or system improvements as to provide for the projected on-campus need as set forth in the Final EIR. Provided that the city contractually dedicates such marginal capacity to serve the projected on-campus needs, the University will reimburse the agreed-upon amount through user charges, hook-up fees, or such mechanisms as may be negotiated between the University and the City.

1.7.2 The University will monitor the average annual demand on Pump 2. When average annual demand reaches 826,000 gpd, the University will notify the City, and will negotiate with the City to determine the reasonable cost of upgrading the capacity of pump 2 to serve the University's needs under the maximum housing scenario as projected in the final average EIR. Upon the City's final approval of the upgrading pump 2 to the agreed upon capacity, the University will perform the upgrade or will reimburse the agree-upon amount to the City through such mechanisms as may be negotiated between the University and the City.

1.7.3 The University will monitor the average annual demand on Pump 6. When average demand reaches 194,000 gpd on Pump 6, the University will notify the City, and will negotiate with the City to determine the reasonable cost of upgrading the capacity of pump 6 to serve the University's needs under the maximum housing scenario as projected in the final average EIR. Upon the City's final approval of the upgrading Pump 6 to the agreed upon capacity, the University will perform the upgrade or will reimburse the agree-upon amount to the City through such mechanisms as may be negotiated between the University and the City.

1.7.4 Upon the City's final approval of the upgrading of the capacity of the Arroyo Seco main and Oxford Street main, the University will negotiate with the City to determine the reasonable marginal cost of sizing the upgrades to provide form the projected on-campus use as set forth in the Final EIR (or more current information if available). Provided that the City contractually dedicates such marginal capacity to serve the projected on-campus needs, the University will reimburse the agreed-upon amount through user charges, hook-up fees or such

mechanisms as may be negotiated between the University and the City.

1.7.5 The University will, upon the City's final approval, at any time prior to 2001, of the development of the expanded treatment capacity sufficient to serve the projected on-campus needs, negotiate with the City to determine the reasonable marginal cost of expanding treatment capacity to provide for the projected on-campus use as set forth in the Final EIR. Provided that the City contractually dedicates such marginal capacity to serve the projected on-campus needs, the University will reimburse the agreed-upon amount through user charges, hook-up fees or such mechanisms as may be negotiated between the University and the City.

1.7.6 The University will, upon CalTrans' undertaking of the Mission/Chestnut and the Mission/Bay intersection improvements, negotiate with the City to determine the University's reasonable pro rata share of the local cost share of such improvements based upon the LRDP's projected impact on such intersections as set forth in the Final EIR, and will reimburse the agreed upon amount through such mechanisms as may be negotiated between the University and the City.

1.7.7 Contingent upon the County's final authorization of construction of the Eastern Access, the University will negotiate with the County to determine the reasonable cost of constructing the Eastern Access, and will reimburse to the County fifty percent of the agreed-upon cost which are not otherwise funded directly to the County by CalTrans or other funding agencies, through such mechanisms as may be negotiated between the University and the County.

1.7.8 In the event that: (a) the Eastern Access is constructed by the County, and (b) a local cost share is required to implement the improvements to Highways 1 and 9, then the University will reimburse to the City one third (1/3) of the local cost share of such improvements through such mechanisms as may be negotiated between the University and the City, provided that the City and county have collectively contributed two thirds (2/3) of the local cost share of such improvements.

1.7.9 The University will monitor the Coolidge/Hagar intersection by hose count annually for a one-week period during the regular session of the Fall academic quarter. When CalTrans signal warrant criteria are met, the University will notify the County and will negotiate with the County to determine the reasonable cost of signalizing the Coolidge/Hagar intersection. Upon the County's final approval of signalizing the Coolidge/Hagar intersection, the University will signalize the Coolidge/Hagar intersection, or will reimburse the agree-

upon amount to the County through such mechanisms as may be negotiated between the University and the County.

1.7.10 The University will monitor the Heller/Empire Grade intersection annually for a one-week period during the regular session of the Fall academic quarter. When CalTrans signal warrant criteria are met, the University will notify the County and will negotiate with the County to determine the reasonable pro rata share of the cost of signalizing the Heller/Empire Grade intersection based upon the LRDP's projected impacts on such intersection as set forth in the Final EIR (or more current information, if available). Upon the County's final approval of signalizing the Heller/Empire Grade intersection, the University will reimburse the agree-upon amount to the County through such mechanisms as may be negotiated between the University and the County.

1.7.11 The University will provide the results of campus traffic counts to the City on an annual basis. The University will, upon the City's final approval to signalize the intersection of, respectively, Western/Empire Grade and Laurel/King, negotiate whit the City to determine the reasonable pro rata cost of signalizing, respectively, Western/Empire Grade and Laurel/King based upon the LRDP,s projected impacts on such intersections as set forth in the Final EIR (or more current information if available).

1.7.12 Provided that the City, within two years of the date of LRDP approval, places the road surface of Bay Street between Escalona and Mission Streets in good condition, then the University will, in 1997, negotiate with the City to determine the reasonable cost of resurfacing (asphalt overlay) those portions of Bay Street where there is evidence of road surface deterioration directly attributable to LRDP construction activities. Upon the City's final approval of such resurfacing, the University will perform such resurfacing or reimburse the agreed-upon amount to the City through such mechanisms as may be negotiated between the University and the City.

1.7.13 At the point where the University requires extension or upgrades of services, evaluate the service extension or upgrade needs in light of the University's attainment of its housing goal.

1.8 Coordinate local efforts with the Association of University communities and the County to achieve UCSC adherence to its housing and mitigation measures.

1.9 Work with the University in efforts to develop housing off campus, where appropriate, and count such housing towards meeting the University's housing goals.

WESTERN DRIVE MASTER PLAN

Adopted in Concept September 11, 1979

A. INTRODUCTION

The Western Drive Master Plan was prompted by neighborhood concerns over how Western Drive area was being developed. The Plan was developed to address a wide range of resident concerns including preservation of the area's unique rural characteristics, the desire to provide adequate housing opportunities and service improvement (such as improvement of Western Drive), and also protecting and providing access to Moore Creek Corridor and Arroyo Seco. The Western Drive Master Plan also developed guidelines and recommendations for drainage planning, building/infrastructure design, and landscape materials for the area. The Moore Creek Corridor Access and Management Plan should be consulted for more specific policies and programs for areas more immediately adjacent to Moore Creek.

B. BACKGROUND

The subject of the Western Drive Master Plan is a narrow marine terrace approximately 6500 feet in length near the City's western edge. The terrace is bounded by deep, steep-sided canyons and ravines. Moore Creek Canyon lies to the west and Arroyo Seco to the east separating Western Drive from the more intensely developed portions of the City. (See Map ASP-21)

There are significant environmental constraints in the Western Drive Master Plan area, particularly in Moore Creek Canyon and Arroyo Seco. These areas are characterized by steep slopes and are highly susceptible to soil erosion and fire. The canyon areas also provide important wildlife habitat and are important scenic areas. A number of recommendations included in the Master Plan and Moore Creek Corridor Plan were developed to preserve and enhance these resources and also protect against potential loss of life.

Extending from Highway 1 to Empire Grade for approximately 7,300 feet in length and in approximately the center of the terrace is Western Drive. The road width varies, consisting mostly of a 40-foot right-of-way with a narrower pavement section, and includes a sidewalk along most segments of the alignment.

The Western Drive area includes various residential densities, ranging from multi-family densities to single-family densities. Development has mostly been of the single-family type (1 to 10 units/acre) which has given the area a sense of rural development pattern. However, more recent development has seen more substantial housing being constructed which has diminished the rural feel of the area by virtue of conversion of vacant land and construction of very large homes.

The Master Plan process changed the planned purpose of Western Drive. Once thought of as an arterial street serving a heavily developed part of town, the street was planned as a two lane, more rural, road. Expectations at the time called for minimal development in the area. UCSC which lies at the upper terminus of Western Drive was also expected to remain at a static level of enrollment, an expectation which has since changed.

MAP ASP-21: WESTERN DRIVE AREA

The City of Santa Cruz, California



Source: Western Drive Master Plan, 1978

C. WESTERN DRIVE AREA PLAN (WD) GOALS, POLICIES AND PROGRAMS

ENVIRONMENTAL QUALITY

1.1 Preserve the existing trees. (WD, p. 35)

1.1.1 Preserve existing trees and groves that demarcate adjacent canyons. (WD, p. 44)

1.2 Protect the quality of the adjacent canyons. (WD, p. 35)

1.3 Rehabilitate disturbed areas by planting trees, shrubs, ground cover and natural grasses to reduce the visual impact of road widths and cut banks. (WD, pp. 35 and 43)

1.4 Require a varied building setback from steep slopes for new development. (WD, p. 44)

1.5 No structures shall be constructed on the steep slopes in accordance with Conservation Regulations. (WD, p. 44)

COMMUNITY DESIGN

2.1 Preserve the rural character of the area where it now exists. (WD, p. 35)

2.2 Employ and monitor design criteria to continue the rural character in newly developed and existing areas. (Illustration 18, p. 43, Rural Quality, Western Drive Master Plan)

2.3 Underground the overhead utilities. (WD, p. 42)

2.4 Preserve existing trees and prune selected groves to create distant views. Retain the integrity of the landscape in all areas. (WD, pp. 43 and 44)

2.5 Retain the landscape quality of Western Drive by preserving trees in the public domain. (WD, p. 42)

2.6 Streets and driveways, including cul-de-sac and loop roads shall be designed so a to maintain a rural character. (WD, p. 43)

2.7 Preserve existing and establish, additional view corridors. (WD, p. 43)

2.8 Establish relatively large lots adjacent to Western Drive and Moore Creek Corridor in future subdivisions. (WD, pp. 43 and 44)

2.9 Establish a varied building setback line for all properties adjacent to Western Drive. (WD, p. 43)

2.10 At the rear property lines and/or at the varied setback lines, plant naturalized hedges or trees to screen and reduce the impact of subdivided areas. The location and variety of trees should respect the spatial framework and character established by the canyons. (WD, p. 43) (See Tables ASP-22 and ASP-23)

Table ASP-22

Western Drive Meadows and Areas between Setback Line and Landscaping

1. Seed with native grasses and wildflowers:

   80 - 100 lbs. per acre:
   40% Alta Fescue
   30% Perennial Rye
   10% Alyssum
   5% Lupine (Drawf and Bush)
   5% Mustard

2. Plant as orchards in grasses or as a tilled area.

3. Plant as vegetable gardens or flower gardens, pine tree farms, grazing areas, nursery stock, pumpkin fields, native plant growing areas or berry planting.

Table ASP-23

Recommended Landscape Materials — Western Drive Area

Plant Material

Hedge Rows: (4' - 12' on center, staggered, uneven planting)						
E	**	Eucalyptus lehmannii	Bushy Yate	Dense small tree	20' -	30'
E	**	Eucalyptus leucoxylon	White Iron Bak	Upright, open	20' -	80'
E	**	Eucalyptus globulus	Blue Gum	Tall, massive	100' -	150'
E	**	Eucalyptus globulus	Dwarf Blue Gum	Dwarf Blue Gum	60' -	70'
E	*	Cupressus macrocarpa	Monterey Cypress	Dark, green pyrimidal	40' -	60'
E		Cupressocyparis leylandii	Leland Cypress	Upright, fast-growing	40' -	50'
E	*	Rhamnus californica	California Coffeeberry	Shrubby	6' -	10'
E		Rhamnus alaternus	Italian buckthorn	Shrubby	8' -	12'
D	*	Platanus racemosa	California Sycamore	Tall, spreading	50' -	100'
D	*	Aesculus californica	California buck-eye	Shrubby	10' -	20'
E	*	Fremontodendron mexicanum	Southern Flannel Bush	Bushy, yellow	8' -	15'
E	*	Pinus radiata	Monterey Pine	Open tree	60' -	100'
E	*	Sequoia sampervirens	Coast redwood	Fast growing	100' -	300'
Trees Adjacent to Street Areas: (tree groves and masses 8' - 15' spacing staggered, uneven planting)						
		Eucalyptus laucoxylon	While Iron Bark			
	*	Cupressus macrocarpa	Monterey Cypress			
		Cupressocyparis leylandii	Leland Cypress			
		Acacia melenoxylon	Black Wood Acacia	Round form, fast-growing	30' -	40'
	*	Pinus radiata	Monterey Pine			
	*	Umbellularia california	California Bay	Large, round tree	25' -	75'
	*	Sequoia sempervirens	Coast redwood			

E = Evergreen *** = California Native**
D = Deciduous **** = Quasi-native**

NOTE: Deciduous trees shall be used where they are not screening a structure.

2.11 Establish hedge and tree rows along selected segments of Western Drive to reduce the impact of existing subdivided areas. (WD, p. 43)

2.12 Refer to a plant materials list to develop landscape plans that maintain the existing spatial framework established by the canyons. (WD, p. 43) (See Tables ASP-22 and ASP-23)

2.13 Develop standard for maximum lot standard coverage, including, driveway and on-site parking area. (WD, p. 44)

CIRCULATION

3.1 Maintain safety for motorists, pedestrians, and cyclists with minimum impact to development and landscaping. (WD, p. 35)

3.2 Maintain the street width at two (2) travel lanes, 24-28' maximum width varying to accommodate terrain and landscape. Parking shall be accommodated in occasional bays north of Western Court. For the more southerly section of the street, one parking lane shall be provided, with bays where feasible, creating a maximum street width of 32' for all newly developed street sections. (WD, p. 41)

3.3 Improve Western Drive by repaving as a modified ruralized roadway, with an attractively designated exposed aggregate curb and gutter. (WD, p. 41)

3.4 Establish a pedestrian path, preferably along the westerly side of Western Drive, surfaced with asphalt, to provide for pedestrian circulation and to accommodate occasional cyclists. The path should be designed to incorporate curvature and vary in its distance from the curb as is appropriate to specific locations. (WD, p. 42)

3.5 Realign the road, where possible, as indicated on the Master Plan Map to gain a more open, scenic corridor, to reduce speed and to provide a safer intersection at High Street. At designated intersections, provide lighting and install stop signs for safety. (WD, p. 42)

3.6 Improve the Western Drive/Highway 1 intersection and cul-de-sac the western end of Grandview Street. (WD, p. 42)

3.7 Minimize the number of driveways and streets along Western Drive. (WD, p. 42)

3.7.1 In areas designated on the Master Plan Map, require multiple owners to participate in the development of a specific plan, so that subdivided properties will be served by cul-de-sac or loop roads. (WD, p. 42)

3.7.2 In other areas, minimize entrances by maintaining one driveway for each existing lot and allowing only one additional entrance for a number of newly created parcels. (WD, p. 42)

3.8 Designate appropriate bus stop locations, and design shelters, benches, path and street sections, street signs, lighting and fencing that retain the rural character of the area. (WD, p. 44) (See Section D)

COMMUNITY FACILITIES AND SERVICES

4.1 Establish a local drainage system which returns water into the soil and/or canyons. (Illustration 3, Right-of-Way, p. 41, Western Drive Master Plan)

4.1.1 Initiate on-site drainage planning to return water to the soil and/or into the canyons away from Western Drive in newly subdivided areas. (WD, p. 44) (See Section E)

5.1 Provide public access to Moore Creek Canyon and Arroyo Seco greenbelts. (WD, pp. 35 and 44)

5.1.1 Establish trails to the canyons as part of the City's greenbelt system connecting to the Natural Bridges Coastal Trail. (WD, p. 44) (See Moore Creek Corridor Plan and Map ASP-24.)

D. DESIGN GUIDELINES

Draft design guidelines have been prepared to assist architects, developers and homeowners in planning for new development and for improvements to existing development in the Western Drive Master Plan area. The guidelines function to clarify existing relationships and to sensitize designers to the existing character of the area. The guidelines suggest design methods that can result in a successful integration of development and natural environment, and create a transitional area between urban and rural uses.

1. New development should be designed to be consistent with the natural landforms and major vegetation of the area and to take advantage of existing landscape.

2. New development should be designed so that, to the greatest extent possible, public view corridors are preserved and additional view corridors created.

3. In standard subdivision developments, units should be designed and sited so as to avoid repetitive elements and to vary sizes of lots and sizes of units within a subdivision. Units should be placed at varying setbacks.

4. In cluster development, including community housing projects, units should be designed and sited so as to avoid repetitive elements. A cluster combination may include structures of varying sizes. "Farm-complex" cluster may be appropriate for small scale developments.

5. In all developments, placement of structures and building heights should be modulated so that view corridors within the development are enhanced and, if possible, new view corridors created.

6. Streets and driveways should be designed to incorporate curves or other such modulations. A curvature in a street design serves to block direct sightlines, and hence reduces the visual impact of moving and parking automobiles. Driveway widths should be narrow and common driveways used wherever possible.

7. Unit design should result in removing the automobile, garages and open carports from view from both the Western Drive right-of-way and the Moore Creek Canyon corridor.

8. In general, small structures may be shaped in an austere manner. Larger structures need modulations and a site with considerable surrounding open space. Building

MAP ASP-24: PROPOSED AND EXISTING EASEMENTS IN THE WESTERN DRIVE AREA

The City of Santa Cruz, California



Source: Western Drive Master Plan, 1978

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REVISED 1807 12/28/1992

height and bulk should relate directly to the amount of open space and not overwhelm the site.

9. Exterior materials should reflect rural building concepts. Materials such as shingles or horizontal siding may be appropriate, while prestressed concrete would normally be associated with a rural character.

10. Roof materials and shapes are extremely important to the character of the area. Characteristic of rural architecture are hip roofs, salt-box shapes, gables with dormers, and gambrels. Common materials include shakes and shingles, both wood and composition.

11. New development should avoid the use of elements that are associated with urban uses, such as large expanses of plate glass and other reflective materials, such as plastic and aluminum. This is especially important for elevations facing the Western Drive right-of-way.

12. Colors should be chosen from a series of muted earth-tones, reflecting a natural or weathered feeling. In conjunction with specific designs, white or barn-red may be appropriate.

13. Materials should be those normally associated with a specific building style.

14. Fencing should follow a rural pattern using an open post construction. In certain instances, it may be appropriate to reconstruct some of the unique designs existing in the area, including stone posts and hinged gates.

15. Units constructed along Western Drive should be placed on large lots and sited away from the street at varying setbacks.

16. For units facing Western Drive, urban elements such as balconies and open decks should be avoided. Design modifications that reflect rural design characteristics, for example the use of porches, should be attempted. For example, it may be appropriate to reflect the spatial feeling of a porch by designing a deck with a trellis canopy.

17. Units developed along Moore Creek Canyon should be sited and designed to minimize the visual impact on the canyon area.

18. Units developed along Moore Creek Canyon should be placed at varying setbacks from the slope setback line.

19. Accessory structures on properties adjacent to the Canyon should be minimized and substitutes developed consistent with the natural environment. For example, landscaping, rather than fences, may be used to delineate private yard areas.

20. Where lots abut public access points to the canyon corridors, dwelling units should be sited at a distance from the accessway to enhance the feeling of open space.

Proposed fences near public access points must be sensitively placed and designed so as not to disturb the visual continuity of the open area.

FENCE MATERIALS (No Paint)

1. Rough-cut posts with three strands of wire.

2. Rough-cut posts with two to three horizontal rough wood members.

3. Rough-cut posts with rough weathered verticals (grape stake), minimum 3'-0" high. Sheep type fence.

4. Rough-cut posts with 2" x 2" x 4" square wire mesh.

5. Fences at buildings for patios, service yards, etc. shall be an integral part of the structure.

BUS STOPS, SIGNS, LIGHT POSTS AND OTHER ACCESSORIES

1. Rough wood posts or poles minimal 6" x 6" dimension, pressure treated.

2. Seal all wood with transparent weathering stain or wood seal with pentasceal or equal.

3. Bus stop roofs shall be shed roof, wood or shingle or a non-reflecting material.

4. Street light fixtures shall be shielded from glare into residences and shall be at maximum height of 20'.

5. Signs: Except for required traffic signs, all signs shall be wood with routed and painted letters or of an approved non-reflective surface.

6. Mail boxes and newspaper boxes shall be wood or a standard utilitarian box, non-reflective. Banks of mail boxes shall be set on one platform and shall be plush. Plastic shall be discouraged.

E. WESTERN DRIVE MASTER PLAN DRAINAGE GUIDELINES

1. To the greatest degree possible, roads, driveways and structures should be constructed in such a manner so as to maintain the existing surface water runoff pattern. The existing topography of developable properties will have to be studied closely, as well as the existing hydrologic regime.

2. Attempts should be made to reduce the amount of impervious surface produced through the development of streets and driveways by narrowing street widths and substituting pervious materials where possible. Reducing the amount of asphalt by utilizing a system of one-way driveways, or utilizing diagonal parking may be appropriate in certain instances. Common driveways should be utilized whenever possible.

3. Clustering dwelling units to the same density as that permitted under single-family subdivision standards, but on a smaller land area, results in a significant reduction in land coverage. Not only do the dwellings themselves cover less of the landform, but fewer residential streets and driveways are generally required.

4. Parking should be covered. This reduces the amount of exposed contaminants that would be gathered by moving surface water. Vacuum street sweeping of streets and exposed parking areas produces a significant reduction in sediment.

5. Retain existing vegetation on slopes adjacent to Moore Creek.

6. Extensively revegetate slopes adjacent to Moore Creek that will be receiving increased amounts of runoff.

7. Landscape design for this area should avoid the use of plant materials that require extensive irrigation. This is especially important in areas that approach the slopeline.

8. Dense planting should be encouraged. A relatively dense planting retains rainwater, holds it and allows it to evaporate, rather than flow across the land surface. This process also results in a reduction in the amount of sediment, and hence the amount of pollutants, carried to the Canyon.

9. Landscaped buffer areas between roads, parking areas and homes should be utilized to slow down storm water runoff.

10. In cases where rainfall concentrating on roofs would cause sheetwash, raingutters should be installed to channel the runoff. The force of the water coming from the gutters should be dissipated.

11. The use of dry wells and seepage pits should be investigated. In the Western Drive area, a large-scale use of this type of mitigating measure does not seem feasible, due to the type of soils in the area.

12. The use of storm water retention ponds or basins may be appropriate in certain instances. Storm water retention ponds hold the drainage from a heavy storm and allow it to feed into a creek at a controlled rate. This reduces the possibility of streambed erosion during high water flows.

13. When a mitigating measure concentrates runoff in sufficient amounts to require sedimentation control, devices such as sand and gravel filters should be designed so as to minimize the possibility of clogging through siltation. The amount of maintenance required to keep such systems functioning should be carefully evaluated.

14. Grading should not take place during the wet season. All grading should be done in conformance with Ordinance provisions for grading and Conservation Regulations.

LOCAL COASTAL PROGRAM
(Pages 555-580)

A. INTRODUCTION

In 1972, California voters adopted Proposition 20 creating the California Coastal Act and Coastal Commission. The Coastal Commission was given the mandate of implementing Coastal Act policies by preparing a comprehensive plan for the California coastline and reviewing locally-approved projects within a coastal zone of approximately 1,000 yards along the coastline. In 1976, the Coastal Act was revised with specific provisions that coastal permit processing authority be transferred from the Coastal Commission to local government upon the adoption of a Coastal Land Use and Implementation Plan. The Coastal Land Use Plan must contain planning policies and land use designations relating to the coastal zone and Coastal Act and the Coastal Implementation Plan must contain regulations and programs necessary to carry out the Coastal Land Use Plan.

The City of Santa Cruz has developed a Coastal Land Use and referenced the Coastal Implementing Regulations that form its Coastal Implementation Plan with a Local Coastal Program that will guide both coastal planning and permit processing. This Local Coastal Program is an integral part of the City's General Plan since planning and land-use policies within the coastal zone are issues of concern to the community as a whole. Adoption of the General Plan coastal policies and maps and the Local Coastal Program chapter of the General Plan along with the actual Implementing Regulations by the California Coastal Commission gives the City the necessary policy basis and regulations to continue issuance of coastal permits under its jurisdiction.

B. SCOPE OF THE CALIFORNIA COASTAL ACT AND LOCAL COASTAL PROGRAM

The California Coastal Act requires that the City's Local Coastal Program determine where and the extent to which various land uses and coastal activities are appropriate and necessary within the Coastal Zone and to issue land-use permits accordingly. (See Map LCP-1 and the Land Use Diagram for the City's Coastal Zone).

The Coastal Act's basic goals for conservation and development in the coastal zone are: (1) protect, enhance, and restore the natural resources of the coast; (2) protect, enhance and restore the manmade resources of the coast — the special communities and neighborhoods that have unique cultural, historic, and aesthetic qualities; (3) give priority to coastal-dependent development — uses of land and water that by their very nature require coastal sites — over other development on the coast; (4) maximize access to the coast for people of all income ranges consistent with the protection of coastal resources; and (5) encourage orderly, balances development that avoids wasteful sprawl by concentrating new growth in already developed areas with adequate public services or in other areas near major employment centers consistent with resource protection policies.

MAP LCP-1: COASTAL ZONE

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department

The following is a description of Coastal Act policies and issue areas relevant to coastal planning and the issuance of coastal permits within the City. They are: Marine Resources, Coastal Water Quality, Coastal Habitat Areas and Sensitive Species, Agriculture and Grazing, Visual Resources and Special Communities and Neighborhoods, Orderly and Balanced Development, Coastal Hazard Areas, Dredging, Filling and Shoreline Structures, Shoreline Access, Recreational and Visitor-Serving Uses, Industrial Development, and Energy.

1. **Marine Resources** issues focus upon maintaining and enhancing biologically and economically significant marine resources, providing for marine research and educational facilities, providing for adequate harbor and mooring facilities, and protecting and improving of commercial fishing facilities. Policies focus upon: designating appropriate uses of the marine environment; protecting the quality plant and animal life ocean ecosystem and coastal/rocky strand areas; protecting sensitive resource areas within the harbor; encouraging the development and maintenance of commercial fishing (as needed); encouraging the development of marine research and educational facilities and programs, where appropriate.

2. **Coastal Water Quality** issues focus upon protecting and, where possible, enhancing coastal water quality by: ensuring that the intensity and pattern of development does not deplete groundwater supplies and that aquifer recharge areas are protected; outlining any proposed alterations to rivers and streams and incorporating appropriate mitigation features, ensuring land use designations and development controls for watershed areas prevent harmful runoff and interference with surface waterflow; preventing long-term, cumulative or adverse impacts on coastal water quality from non-sewered developments, based on analysis of soils, density and other necessary requirements; and reducing urban runoff into coastal streams and the ocean.

3. **Coastal habitat areas and sensitive species** issues focus on the preservation and protection of environmentally sensitive coastal habitat areas (coastal/rocky strand, esturaine, wetland and riparian areas) and species by: identifying and acquiring environmentally sensitive coastal habitat areas; developing, where appropriate, restoration or management plans to preserve coastal habitat areas; develop appropriate public-use criteria for coastal habitat areas which will ensure their preservation; designating areas adjacent to these coastal habitat areas for compatible land uses; designating conservation areas and conservation buffers where necessary to protect riparian and other coastal habitat areas and sensitive species.

4. **Agriculture and Grazing** issues focus on preserving prime coastal agricultural and grazing lands from development. Policies aim at: establishing a stable urban-rural boundary line; designating prime and non-prime agricultural and grazing lands to remain in agriculture and grazing uses; and designating areas adjacent agricultural and grazing lands for compatible land uses with appropriate buffer zones in the case of agricultural lands.

5. **Visual Resources and Special Communities and Neighborhood** issues focus upon the protection of coastal views and visual quality, highly scenic coastal areas, and special communities and neighborhoods by: identifying highly scenic coastal areas and special communities and neighborhoods; developing land use designations that will protect scenic and visual qualities of coastal areas and the unique characteristics of communities and neighborhoods; developing uniform sign and design criteria; and encouraging landmark registry programs such as the National Register of Historic Sites to preserve individual historic areas.

6. **Orderly and Balanced Development** issues focus upon the type, pattern, intensity, location and phasing of new development, the expansion of new and protection of existing coastal-dependant land uses, and the provision of adequate community services and facilities in conjunction with development. Policies are aimed at: identifying environmental constraints to development within the coastal zone; protecting historical, archaeological and paleontological resources; designating areas where divisions of land are to be limited or prohibited; designating appropriate parcel sizes; designating appropriate land use categories for existing and planned community facilities; designating areas in appropriate land use categories consistent with remaining and planned water, sewer and road capacities; allocating a portion of existing and proposed public service system capacities needed to serve visitors to the coast; and phasing and funding programs for necessary community facilities

7. **Coastal Hazard Area** issues focus on reducing geologic (earthquake, landslide, cliff erosion), fire and flooding hazards within the coastal zone. Policies aim at: designating appropriate land uses for areas subject to geologic and flood hazards; develop warning system for potential tsunami inundation areas; and developing appropriate setbacks and development criteria for bluff and cliff developments.

8. **Dredging, filling and shoreline structures** issues focus upon developing criteria for appropriate shoreline structures and criteria for dredging, and filling activities along the coast. Policies aim at: providing appropriately placed and designed shoreline protection structures; limiting negative effects of coastal structures such as sand loss; monitoring the effects of harbor dredging; and preserving designated wetlands, estuaries and areas adjacent to them in compatible uses.

9. **Shoreline access** issues focus upon providing, maintaining and managing public shoreline access by: preventing development from encroaching into shoreline areas; designating existing and proposed shoreline access areas and accessways for public use; protecting areas where public prescriptive access rights may exist; developing alternative transportation systems for access to shoreline areas; and acquiring, improving and managing public access areas and accessways.

10. **Recreational and Visitor-Serving Uses** issues focus upon distributing public and private recreational opportunities, visitor accommodations and support

facilities, in a manner which ensures public access, equality of coastal recreation and visitor opportunities, and coastal resource protection. Policies aim at designating shoreline areas appropriate for recreation and visitor-serving uses; indicating general and desirable types and intensity of recreational and visitor-serving uses; designating appropriate types and intensity of recreational uses of bodies of water; development and maintenance of harbor, recreational boating, mooring and support facilities (as needed); developing a coastal trail system; designating upland areas for non-coastal dependent recreation, visitor accommodations and support facilities; and developing circulation and alternative transportation programs and facilities (including parking) to serve recreational and visitor-serving uses.

11. **Industrial Development** issues focus upon the provision of adequate and appropriate coastal and non-coastal dependent industrial uses and the provision and protection of affordable housing within the coastal zone. Policies are aimed at: developing consistent policies regarding the expansion and location of coastal-dependent industrial facilities; designation of appropriate land use categories for coastal-dependent facilities; and the expansion and location of non-coastal-dependent industrial development.

12. **Energy** issues focus on the use of potential energy resources along the coast. Policies aim at: reducing the pressure for off-shore oil drilling by encouraging energy conservation, alternative energy development and energy efficient design; designating desirable and compatible uses; and development, if necessary, of appropriate energy facility siting, design and compatible land use criteria.

C. COASTAL LAND USE PLAN

The City's Coastal Land Use Plan consists of three components: General Plan Policies and Maps, Area Plan and Specific Plan policies and maps, and a Coastal Access Plan. The City's coastal land use policies and maps apply to public as well as private projects within the Coastal Zone and are necessary to carry out the purposes of the Coastal Act.

1. General Plan Policies and Maps

Coastal land use policies, programs, maps and definitions within the General Plan are identified by the following symbol: ☛ within the General Plan. These policies, programs maps, and definitions provide the basis for coastal permit requirements, changes to them require amendments to the Coastal Program. For convenience, they have also been organized to address twelve coastal act subject matters and are found in Table LCP-2.

Table LCP-2

General Plan Coastal
Land Use Policies, Programs, Implementing Regulations, Maps and Tables

Policies and Programs:	Implementing Regulations:	Maps and Tables:
1. Marine Resources		
EQ 4.1, et al; CD 2.1.3; LU 3.7 et al; ED 1.6.6; 3.1.1 CF 2.2.1	Zoning Ordinance 24.08, Part 3 24.10, Part 14, 20. 25, 26 24.14, Part 1, 2, 3, 4 Misc. Ordinance 85-70 CEQA Federal Water Quality Act RWQCB Standards	
2. Coastal Water Quality		
EQ 2.1 et al; 2.3, 2.3.1, 2.3.1.3, 2.3.1.5, 2.3.1.6, 2.3.1.8, 2.3.2, 2.3.3; 2.4; 2.6; 4.1.6; 4.2.7; CF 8.3.2	Zoning Ordinance 24.08, Part 3 24.14, Part 1, 2, 3, 4 Municipal Code 6.20.020 Subdivision Ordinance 23.16.050.5 Miscellaneous CEQA Federal Water Quality Act RWQCB Standards	EQ-2
3. Coastal Habitat Areas and Sensitive Species		
EQ 3.1 et al; 3.2 et al; 4.1 et al; 4.2 et al; 4.3; 4.4; 4.5, 4.5.2, 4.5.3, 4.5.3.2; 4.5.4; 4.6; 4.7 CD 6.1, 6.1.2, 6.1.4 LU 1.4; 2.2.4, 2.2.5, 2.2.7; 3.4; 3.7 et al. ED 1.6.6; PR 1.9.3; CF 7.2.2.2; 9.4, 9.6	Zoning Ordinance 24.04 (all) 24.08, Part 3 24.10, Part 23, 26 24.14, Part 1, 2, 3, 4 Municipal Code 9.56 Subdivision Ordinance 23.24.020.3 23.24.030.3 23.16.050.4 23.16.070 Miscellaneous CEQA Federal/State Endangered Species Acts	EQ-8; EQ-9; EQ-10; EQ-12 L-10; L-11; L-12
4. Agriculture and Grazing		
EQ 3.4; LU 3.1.3, 3.1.3.1; ED 1.6.5;	Zoning Ordinance 24.08, Part 3 24.10, Part 19, 23	EQ-6, EQ-7; L-10, L-12

5. Visual Resources and Special Communities and Neighborhoods		
CD 2.1 et al; 2.2 et al; 3.4; 3.5, 3.5.4; 5.4.1; 6.1.1 LU 1.4; 1.6; 2.6.5; 3.4; 3.5; 3.5.1 C 5.9.7 ED 4.1.1; 5.3.1; 5.6.4 CR 2.1; 2.2.2; 2.3, 2.3.2	Zoning Ordinance 24.04 (all) 24.08, Part 1,3,5,6,8,9,10,20 24.10.150 24.12, Part 5 24.14, Part 1 Municipal Code 9.56 Subdivision Ordinance 23.24.020.3 23.24.030.3 Miscellaneous CEQA	CD-2 CR-1 CR-2 CR-3
6. Orderly and Balanced Development		
EQ 1.1; 3.2.4; CD 1.1 et. al; 1.3, 1.3.1, 1.3.1.2, 1.3.2; 1.4; 2.1 et al; 3.4; 3.6; 3.7; 5.2, 5.2.4; 5.4.1; 6.2.4 LU Section H (Land Use Diagram and Designations); 1.7; 2.1 et al; 2.2.1; 2.2.2; 2.2.4, 2.2.5, 2.2.7, 2.2.8, 2.4.2, 2.4.3, 2.4.4; 2.6.3, 2.6.3.1, 2.6.4.3, 2.6.5; 2.9.1; 3.1.2; 3.3 et al; 3.6; 4.1; 4.1.1; 4.2; 4.4; 4.5; 5.3; 5.3.1; 5.3.5 et al; 5.5.1; 5.5.2; 5.6, 5.6.2 C 1.7, 1.7.1; 3.5; 4.2; 5.8, 5.8.2; 5.9.7; 6.4.6 H 3.4; 5.3.3 ED 2.4.6; 3.1, 3.1.1; 3.5; 4.1.1 CF 1.7.1; 2.2.1; 6.5; 7.1.2; 7.2; 7.2.2.2; 7.2.4; 7.2.5; 7.2.6; 7.3.1; 8.3.2; 8.4; 9.4; 9.5; 9.6; PR 1.2; 1.2.2; 1.2.11; 1.8.1; 1.8.2; 2.1; 4.2; 4.2.2; 4.2.3 bullets 2, 3 CR 1.1.2; 1.2, 1.2.2; 1.2.2.1; 1.2.3 et al; 1.2.4 et al; 1.2.5; 1.3 et al. ; 2.1; 2.2.2; 2.3; 2.3.2 S 1.1.1; 1.2 et al; 2.1; 2.2; 2.7; 3.1.1; 3.1.2; 3.3 et al except 3.3.1; 4.3; 4.3.1; 4.3.2; 4.3.3; 4.5; 4.10; 7.4	Zoning Ordinance 24.04 (all) 24.08, Part 1,2,3,5,6,8,9,10,20 24.10.105 24.10, Part 3,4,5,6,7,8,11, 12,14,16,18, 20,21,23,25,26,28 24.12, Part 1,2,3,4,5,9 24.14, Part 1,2,3,4 24.18 (all) 24.20 (all) Municipal Code 1.12.050 16.08.080 Subdivision Ordinance 23.04.030 23.16.050.3 23.16.050.4 23.16.050.5 23.16.070 23.16.080 23.120.020.9 23.24.020.2 23.28 Miscellaneous CEQA AQMP, RWQCR standards	CF-4 CF-6 CF-7 CR-1 CR-2 CR-3 L-10 L-11 L-12

General Plan Coastal
Land Use Policies, Programs, Implementing Regulations, Maps and Tables

7. Coastal Hazard Areas		
EQ 3.1 et al; 3.2 et al; 3.3; S 1.1.1; 1.2 et al; 2.1; 2.2; 2.7; 3.1.1; 3.1.2; 3.3 et al except 3.3.1; 4.3; 4.3.1; 4.3.2; 4.3.3; 4.5; 4.10; 7.4	Zoning Ordinance 24.08, Part 9 24.10, Part 20, 21, 28 24.14, Part 1, 4 Subdivision Ordinance 23.16.020.3(c) 23.16.080 23.20.020.9 23.24.020.2 Miscellaneous CEQA	EQ-7; EQ-8; S-1, S-2; S 5; S-6; S-7; S-8; S-9; S-10
8. Dredging, Filling and Shoreline Structures		
EQ 4.1.3; 4.2.2.3	Zoning Ordinance 24.10, Part 14, 20 24.14, Part 4 Miscellaneous CEQA	
9. Shoreline Access		
CD 5.2 and 5.2.4; 5.3 LU 3.5 et al; 5.6.2; C 4.4.3; 4.4.4; 4.4.5; 5.6; 6.4.2.7; ED 5.3 et al; 5.6.3.6; 5.6.4 PR 1.4.2; 1.4.5; 1.4.6; 1.7 et al; 4.2; 4.2.2 LCP Section D	Zoning Ordinance 24.08, Part 3 24.10, Part 20, 25, 26 24.12, Part 3 Subdivision Ordinance 23.28 23.16.070 23.16.050.4 Miscellaneous Administrative Procedure Order: "Obtaining Coastal Basements and Dedications" 1980 Coastal Access Standards and Recommendations	C-3, C-6, C-15, C-23; PR-11; LCP-6
10. Recreational and Visitor-Service Uses		
LU 2.2.1, 2.2.2, 2.2.4, 2.7.2; 2.7.3.3; 3.5 et al; 3.6; 5.3.5 et al; C 1.7.1; 3.5; 4.4.3, 4.4.4, 4.4.5; 5.6; 6.2; ED 2.4.3; 2.4.5; 2.4.6; 5.2, 5.2.1, 5.2.2, 5.2.3, 5.2.4, 5.2.6; 5.3 et al, 5.5 et al; CF 9.4 PR 1.2; 1.2.2; 1.2.11; 1.2.13; 1.2.14 et al, 1.4.2, 1.4.5, 1.4.6, 1.7 et al; 1.8.1, 1.8.2; 1.9.3; 2.1; 3.7, 3.7.1; 4.2, 4.2.2; 4.2.3, bullets 2, 3	Zoning Ordinance 24.08, Part 1, 2, 3, 5, 6 24.10, Part 16 24.18, Part 9 Miscellaneous CEQA	L-10, L-12; C-3, C-6, C-22; PR-11; LCP-5

General Plan Coastal Land Use Policies, Programs, Implementing Regulations, Maps and Tables		
11. Industrial Development		
ED 3.1; 3.1.1	Zoning Ordinance 24.08, Part 1, 2, 3, 5, 6 24.10, Part 16 Miscellaneous CEQA	
12. Energy		
EQ 5.1; 5.3 et al; 5.4 et al; 5.5; 5.6, 5.6.1 LU 3.7 et al; ED 3.1	Zoning Ordinance 24.08, Part 5 Miscellaneous State Title 24	

2. Area and Specific Plan Policies and Maps

Table LCP-3

Area and Specific Plans in the Coastal Zone

Beach Area (all)
Downtown Recovery Plan (portions in Coastal Zone)
Lighthouse Field (all)
Moore Creek Access and Management Plan (all)
Municipal Wharf Management Plan (all)
Natural Bridges State Park Plan (all)
Neary Lagoon Management Plan (all)
San Lorenzo River Design and Enhancement Plan (portions in Coastal Zone)
Santa Cruz Harbor Development Plan (all)
Seabright Area Plan (all)
Twin Lakes State Beach Plan (all)
UCSC Long Marine Lab (all)
Western Drive Master Plan (portions in Coastal Zone)

In addition to utilizing General Plan policies, a few areas within in the City's coastal zone are addressed more specifically by Area and Specific Plans. (See Table LCP-3 for Area and Specific Plans in the Coastal Zone.) While some areas are under the land-use jurisdiction of other agencies, they are subject to the Coastal Act and must obtain coastal permits. For the City to issue coastal permits, it must have a basis for action therefore, the State Department and Recreation's land-use plans for Natural Bridges State Park, Twin Lakes and Lighthouse Field State Parks, UCSC's Long Marine Lab facilities and Santa Cruz Yacht Harbor are incorporated into the City's Local Coastal Plan and are summarized with other area and specific plans in the General Plan's Area/Specific Plan Summary chapters. Coastal land use policies, programs and maps within these Area and Specific Plan Summaries are identified by the following symbol: ☛. These policies, programs and maps provide the basis for coastal permit requirements and changes to them constitute amendments to the Local Coastal Program. For convenience, these policies and programs have also been organized to address 12 Coastal Act subject matters and are found in Table LCP-4.

Table LCP-4

Area and Specific Plan Coastal Land Use Policies, Programs, Implementing Regulations, Maps and Tables

Policies and Programs:	Implementing Regulations:	Maps and Tables:
1. Marine Resources	Zoning Ordinance 24.08, Part 3 24.10, Part 14, 20. 25, 26 24.14, Part 1, 2, 3, 4 Misc. Ordinance 85-70 CEQA Federal Water Quality Act RWQCB Standards	
2. Coastal Water Quality LF 4.1 MC 1.3, 1.3.1; 1.3.2; 1.3.5; 1.3.6; 1.4 et al NL 2.1 et al, 2.2 et al, 2.3 et al SLR 1.6	Zoning Ordinance 24.08, Part 3 24.14, Part 1, 2, 3, 4 Municipal Code 6.20.020 Subdivision Ordinance 23.16.050.5 Miscellaneous CEQA Federal Water Quality Act RWQCB Standards	
3. Coastal Habitat Areas and Sensitive Species LF 1.1, 1.2, 1.3, 1.4, 1.5; 1.5.4; 4.2 MC 1.1, 1.1.1; 1.1.2; 1.1.4; 1.1.5; 1.2; 1.2.1; 1.2.3; 1.4 et al NB 1.1, 1.2, 1.3, 1.4, 1.5, 1.5.1; 1.6, 1.7, 1.8, 1.9; 2.2 NL 1.3, et al; 3.1 et al, 3.2 et al, 3.3 et al, 3.4 et al, 3.5 et al, 3.6 et al, 3.7 et al; 3.8 et al; 4.1 et al, 4.2 et al, 4.3 et al, 4.4 et al, 4.5 et al, 4.6 et al, 4.7 et al, 4.8 et al; 5.2 et al, 5.3 et al; 6.2 et al; 6.3 et al SLR 1.1, 1.3, 1.4, 1.4.1, 1.4.3, 1.4.5, 1.4.6, 1.5; 3.6 TL 1.1; 1.2 WD 1.1, 1.2, 1.3	Zoning Ordinance 24.04 (all) 24.08, Part 3 24.10, Part 23, 26 24.14, Part 1, 2, 3, 4 Municipal Code 9.56 Subdivision Ordinance 23.24.020.3 23.24.030.3 23.16.050.4 23.16.070 Miscellaneous CEQA Federal/State Endangered Species Acts	
4. Agriculture and Grazing	Zoning Ordinance 24.08, Part 3 24.10, Part 19, 23	

Area and Specific Plan Coastal
Land Use Policies, Programs, Implementing Regulations, Maps and Tables

Policies and Programs:	Implementing Regulations:	Maps and Tables:
5. Visual Resources and Special Communities and Neighborhoods		
	Zoning Ordinance	ASP - 4
BAP 1.1; 1.8; 3.21, 3.22	24.04 (all)	ASP - 5
LF 2.1; 3.4	24.08, Part 1,3,5,6,8,9,10,20	ASP - 6
MC 3.6	24.10.150	ASP - 7
NL 5.1 et al, 5.3 et al, 5.4 et al, 5.5 et al, 5.6 et al	24.12, Part 5	
SB 1.3; 1.4;	24.14, Part 1	
SLR 3.7;	Municipal Code	
TL 2.1;	9.56	
WD 2.1, 2.4, 2.5, 2.7	Subdivision Ordinance	
	23.24.020.3	
	23.24.030.3	
	Miscellaneous	
	CEQA	
6. Orderly and Balanced Development		
BAP 1.1; 1.8; 2.1; 2.2, 2.3, 2.4; 3.1, 3.2, 3.3, 3.4, 3.5, 3.8, 3.9, 3.10, 3.13, 3.14, 3.17, 3.18, 3.19, 3.20, 3.21, 3.22, 3.23; 3.24; 5.1, 5.2, 5.3, 5.4, 5.4.1	Zoning Ordinance	ASP - 4
	24.04	ASP - 5
	24.08, Part 1,2,3,5,6,8,9,10,20	ASP - 6
DRP 3.3.3;	24.10.105	ASP - 7
LF 3.1, 3.2, 3.3, 3.4; 4.2; 4.3, 4.4; 5.2	24.10, Part 3,4,5,6,7,8,11, 12,14,16,18, 20,21,23,25,26,28	
MC 3.1, 3.5, 3.6; 4.1, 4.2, 4.3, 4.4; 5.1.1; 5.1.2		
NB 2.1, 2.3.2.4; 2.5, 2.6; 5.1, 5.2; 6.5		
NL 5.1 et al; 5.7 et al; 6.1 et al, 6.2 et al, 6.3 et al; 8.1 et al; 8.2 et al; 8.3 et al; 8.4 et al; 8.5 et al; 8.6 et al; 8.7 et al; 8.8 et al; 8.9 et al; 8.10 et al; 9.1 et al	24.12, Part 1,2,3,4,5,9	
	24.14, Part 1,2,3,4	
SLR 3.8; 3.9, 3.9.5; 3.10, 3.11	24.18 (all)	
TL 3.1; 3.2; 4.1; 6.1	24.20 (all)	
WD 1.4, 1.5; 2.8, 2.9, 2.10, 2.11, 2.12, 2.13; 5.1	Municipal Code	
	1.12.050	
	16.08.080	
	Subdivision Ordinance	
	23.04.030	
	23.16.050.3	
	23.16.050.4	
	23.16.050.5	
	23.16.070	
	23.16.080	
	23.20.020.9	
	23.24.020.2	
	23.28	
	Miscellaneous	
	CEQA	
	AQMP, RWQCB standards	

Area and Specific Plan Coastal
Land Use Policies, Programs, Implementing Regulations, Maps and Tables

Policies and Programs:	Implementing Regulations:	Maps and Tables:
7. Coastal Hazard Area		
LF 5.1, 5.2, 5.3 NB 1.1; 6.2, 6.3, 6.4, 6.6 NL 1.1 et al, 1.2 et al, 1.4 et al, 1.5 et al SLR 5.1 TL 5.2; 7.1 et al; 7.2; 7.3; 7.4 WD 1.4, 1.5	Zoning Ordinance 24.08, Part 9 24.10, Part 20, 21, 28 24.14, Part 1, 4 Subdivision Ordinance 23.16.020.3(c) 23.16.080 23.20.020.9 23.24.020.2 Miscellaneous CEQA	
8. Dredging, Filling and Shoreline Structures		
LF 5.3 NB 2.1; 6.2	Zoning Ordinance 24.10, Part 14, 20 24.14, Part 4 Miscellaneous CEQA	
9. Shoreline Access		
BAP 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.13, 3.17, 3.20 DRP 3.3.3 NB 4.3 NL 3.3 et al; 7.1 et al, 7.2 et al; 8.1 et al; 8.2 et al; 8.3 et al; 8.4 et al; 8.5 et al; 8.6 et al; 8.7 et al; TL 4.1; 5.1 LCP-Section D	Zoning Ordinance 24.08, Part 3 24.10, Part 20, 25, 26 24.12, Part 3 Subdivision Ordinance 23.16.050.4 23.16.070 23.28 Miscellaneous Administrative Procedure Order: "Obtaining Coastal Basements and Dedications" 1980 Coastal Access Standards and Recommendations	

Area and Specific Plan Coastal Land Use Policies, Programs, Implementing Regulations, Maps and Tables		
Policies and Programs:	**Implementing Regulations:**	**Maps and Tables:**
10. Recreational and Visitor-Serving Uses BAP 2.1; 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 3.10, 3.13, 3.17, 3.18, 3.19, 3.20, 3.21, 3.22, 3.23, 3.24; 5.1, 5.2, 5.3, 5.4, 5.4.1 LF 3.2; 4.3, 4.4 MC 4.3, 4.4; 6.1, 6.1.1, 6.2, 6.2.1, 6.2.2 NB 1.9; 2.3, 2.4, 2.5, 2.6; 3.1, 3.2, 3.3, 3.4, 3.5, 3.6; 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8; 6.1 NL 6.1 et al, 6.2 et al, 6.3 et al,; 8.1 et al; 8.2 et al; 8.3 et al; 8.4 et al, 8.5 et al, 8.6 et al, 8.7 et al, 8.8 et al; 8.9 et al; 8.10 et al SLR 3.9, 3.10, 3.11; 4.1, 4.2, 4.3, 4.4, 4.5, 4.6 TL 4.1; 5.1; 5.2; 5.3 et al; 5.4; 5.5; 5.6; 5.7; 5.8 WD 5.1	Zoning Ordinance 24.08, Part 1, 2, 3, 5, 6 24.10, Part 16 24.12, Part 9 Miscellaneous CEQA	
11. Industrial Development	Zoning Ordinance 24.08, Part 1, 2, 3, 5, 6 24.10, Part 16 Miscellaneous CEQA	
12. Energy	Zoning Ordinance 24.08, Part 5 Miscellaneous State Title 24	

D. Coastal Access Plan

Coastal access routes and points provide the public with direct access to the shoreline and coastal recreation and preservation areas in the City. Direct access points are found all along the City's coastline and provide entrances to the City's 10 coastal areas. (See Table LCP-5 for Coastal Recreation and Preservation Area and Map LCP-6 for the City's existing coastal access routes and points.)

Table LCP-5

Coastal Recreation and Research Areas

Coastal Recreation Areas

- Cowell/Main Beach (City of Santa Cruz)
- East Cliff Drive (City of Santa Cruz)
- Lighthouse Field State Park (State Department of Parks and Recreation)
- Natural Bridges State Park (State Department of Parks and Recreation)
- Santa Cruz Yacht Harbor (Santa Cruz Port District)
- Seabright Beach (City of Santa Cruz)
- Twin Lakes State Beach (State Department of Parks and Recreation)
- West Cliff Drive (City of Santa Cruz)
- Wharf (City of Santa Cruz)

Coastal Preservation/Research Areas

- Long Marine Lab/Younger Lagoon (University of California)
- Proposed Monterey Bay National Marine Sanctuary (National Oceanic and Atmospheric Administration)

1. Existing Access

Westside Lands/Long Marine Lab (1)

Westside Lands/Long Marine Lab area is located at the City's western edge. Long Marine Lab is a marine research area operated by the University of California at Santa Cruz. The Westside Lands area, located between Long Marine lab and DeAnza Mobile Home Park, is privately-held property designated for the development of coastal-dependent uses adjacent to the shoreline area. The coastline here is characterized by a sharp cliff that drops straight to the sea. Coastal activities include ocean viewing and tour of the marine research facilities. Unrestricted access to Younger Lagoon is not permitted in order to protect the area as a Natural Reserve, however docent-led, bird watcher, researcher and visual access is available.

Access Point:	Access to Westside Lands/Long Marine Lab is possible via Natural Bridges Drive to Delaware Avenue and Delaware Avenue Extension, leading to the Long Marine Lab Facilities. There is no direct access to the water area below the cliff.
Roadway Access:	Roadway access is possible from Highway 1/Mission Street (via Natural Bridges Drive to Delaware Avenue and Delaware Avenue Extension.)
Mass Transit:	Metro Route 3C provides access as far as Natural Bridges. Park along Delaware Avenue.

MAP LCP-6: COASTAL RECREATION AREAS AND ACCESS ROUTES

The City of Santa Cruz, California



Source: City of Santa Cruz Planning Department, 1992

FILE: L:\TERRYN\COAST-RT
REVISED 20:52 11/05/1992

Bike/Pedestrian Access: A bike route runs to the end of Delaware Avenue just past Antonelli Pond. There are no sidewalks leading to the area.

Natural Bridges State Beach (2)

Natural Bridges is a State beach located near the Western edge of the City utilized for public recreation and beach access. The beach area is surrounded by a natural amphitheater and lagoon with eucalyptus trees and coastal prairie vegetation towards the rear. Coastal activities include ocean viewing, walking, surf fishing, jogging, sunbathing, swimming, picnicking and a full range of beach activities permitted by large open areas (i.e. Frisbee).

Access Points: Access to Natural Bridges is possible via several gradual trails from public parking areas along West Cliff Drive, Swanton Blvd. and within the park. Access is also possible along a gradually sloping pathway beginning at the northwest end of the park on Horizon Drive within De Anza Mobile Home Park. Some potential hazards exist at this access point since portions of the beach are under water at high tide.

Roadway Access: Roadway access is possible from West Cliff Drive and also Highway 1/Mission Street (via Natural Bridges Drive - Delaware Avenue - Swanton Boulevard or Delaware Avenue - De Anza Mobile Home Park - Cascade Drive - Horizon Drive). Several paved parking areas are contiguous to the beach. Parking within De Anza Mobile Home Park is private and by permit only.

Mass Transit: Metro route 3C (Mission Via Delaware Avenue) provides direct access to Natural Bridges at the corner of West Cliff Drive and Swanton Boulevard.

Bike/Pedestrian Access: A bicycle and pedestrian pathway leads directly to Natural Bridges via West Cliff Drive. Bike and pedestrian ways are also along Swanton Boulevard and Delaware Avenue.

West Cliff Drive (3)

West Cliff Drive is a publicly owned right-of-way with an adjacent bicycling and pedestrian path paralleling the coastline. Access to sandy beaches and rocky cliff areas are possible along the length of West Cliff Drive. Coastal activities include ocean viewing, sunning, surfing, surf fishing, rock fishing, wind surfing, biking and walking.

Access Points: A bicycle-pedestrian pathway and stairs leading down to several beach areas provide access to the area. The coastal bluffs are subject to erosion and tidal rocks are slippery when wet, thus limiting access at a few points along the area.

Roadway Access: West Cliff Drive runs the length of the area and several side streets such as Bay, Woodrow, Fair, and Swanton connect to West

cliff Drive. Limited parking is available along West Cliff Drive and on adjacent streets.

Mass Transit: Metro route 3c (Mission) provides services along Modesto, Wanzer and Fair Avenue leaving one to two block walks to West Cliff Drive.

Bike/Pedestrian Access: Direct access along the West Cliff Dr. bike-pedestrian pathway.

Lighthouse Point/Steamers Lane (4)

Lighthouse Point is the geographic feature which defines the northern end of Monterey Bay. The point projects markedly into the Pacific Ocean, creating a prime surfing point (called Steamer Lane, located to the east of Lighthouse Point). The area is publicly owned and utilized for surfing, ocean viewing, and walking.

Access Points: The area is immediately accessible by West Cliff Drive, however the promontory itself is not accessible due to dangers presented by wave action and erosion. Steamer Lane is accessed by a wooden stairway descending riprap to water level.

Roadway Access: Roadway access is possible via the length of West Cliff Drive or Highway 1/Mission Street (via Bay Street).

Mass Transit: Metro route 7 (Beach), provides access to the corner of Pelton and Lighthouse Avenues approximately 1/4 mile from Lighthouse Point and Steamer Lane.

Bike/Pedestrian Access: Direct access along the West Cliff Dr. bike-pedestrian pathway.

Cowell Beach (5)

Cowell beach is a municipal beach and one of the main beaches utilized by people in the City. It is a relatively large, deep, gradual beach, with a gradual drop off at the water line located at the foot of West Cliff Drive, Beach Street and the Wharf. Uses include ocean viewing, sunning, walking, surf fishing, rock fishing, swimming and volleyball. The beach is relatively safe for swimming by virtue of the protected nature of the water and lifeguards provided by the City of Santa Cruz (during peak use periods).

Access Points: The principal access to the sight is via cement stairs at the foot of the Wharf (westside) or from Main Beach by walking under the Wharf.

Roadway Access: Access is possible via Bay to West Cliff Drive, Front to Washington Street, or Riverside Bridge to Second Street to Front Street. Parking is available immediately contiguous to the site in small parking lots or adjacent streets.

Mass Transit: Metro route 7 (Beach) provides direct access to the Cowell Beach at the foot of Washington and Beach Street.

Bike/Pedestrian Access: Direct access is provided by the West Cliff Drive bicycle-pedestrian pathway, a bike lane along Beach Street (eastbound) and pedestrian access along the Beach Street promenade.

Main Beach (6)

Main Beach is an intensely utilized public beach running the length of Beach Street from the foot of the Wharf to the mouth of the San Lorenzo River. The beach is long and deep with a gradual drop-off into the surf. Swimming is relatively safe during peak months when patrolled by City lifeguards. Coastal activities include ocean viewing, sunning, walking, surf fishing, swimming, volleyball, jogging, frisbee, etc.

Access Points: Main Beach can be accessed along Beach Street and the Boardwalk from 10 stairways at different locations. Access is also possible near the mouth of the San Lorenzo River at the corner of Beach and Third Streets and via the railroad track right-of way and then down a stairway to the beach.

Roadway Access: Roadway access is possible from West Cliff Drive to Beach Street, Front Street to Washington Street Extension to Beach Street, or Riverside Avenue to Third Street. Parking is available along Beach Street, several side-streets, and various parking lots totaling approximately 5,900 spaces.

Mass Transit: Metro route 7 (beach) provides direct access to Main Beach along Beach Street between Washington Street Extension and Cliff Street.

Bike/Pedestrian Access: Direct access is possible from the end of the West Cliff Dr. bicycle-pedestrian pathway and along the Beach Street Promenade and eastbound bike lane on Beach Street.

Wharf (7)

The Municipal Wharf extends out into the Bay for approximately half a mile between Cowell and Main Beaches. The Wharf is owned and operated by the City a major tourist attraction featuring restaurants, fishing areas, fish markets, gift and curio shops and other businesses.

Access Points: The area is accessible via its entrance at the foot of Beach and Washington Streets. Access for individuals on boats is also possible via docking areas at the base of the wharf.

Roadway Access: Roadway access is possible to the base of the wharf from Washington Street Extension or West Cliff Drive via Bay Avenue and also along the length of the wharf.

Mass Transit: Metro route 7 (Beach) provides direct access to the Wharf at the foot of Washington and Beach Street.

Bike/Pedestrian Access: Direct access along the West Cliff Drive bike-pedestrian pathway. Bike and pedestrian access is also possible along the length of the wharf.

San Lorenzo Point (8)

San Lorenzo Point is a long, narrow promontory projecting into Monterey Bay, located at the end of East Cliff Drive to the east of the mouth of the San Lorenzo River. The Point is owned by the State of California and provides opportunities for ocean viewing, sunning and walking.

Access Points: The area is immediately accessible from East Cliff Drive and a path leading to the end of promontory.

Roadway Access: Access is possible via Murray Street to East Cliff Drive (Ocean Street to San Lorenzo Blvd to Murray or Seabright Avenue to Murray). Parking is limited on East Cliff Drive.

Mass Transit: Metro Route 7n (Beach Night), provides access to the site during the evening at the corner of East Cliff and Murray Streets. Metro Route 6 (Seabright), provides service to the corner of Seabright Avenue and Murray Street, leaving a walk of approximately one-quarter mile.

Bike/Pedestrian Access: Bicycle lanes run the length of Murray Street leaving a quarter of a mile ride to the corner of East Cliff Drive. Pedestrian access is possible via East Cliff Drive.

Seabright/Twin Lakes Beaches (9)

Seabright/Twin Lakes Beach is a long and relatively narrow public beach running from the mouth of the San Lorenzo River to the Santa Cruz Yacht Harbor. Coastal cliffs at the retreat of the beach are subject to erosion and wave action during storms. The beach is intensively utilized and provides opportunities for ocean viewing, sunning, walking, surf-fishing, surfing, swimming and frisbee.

Access Points: Access to the beach is possible from many points: a short trail descending to the beach beginning from East Cliff Drive at the foot of Mott and Cypress Avenues; stairs at the end of Third Avenue; and a pathway at the eastern end of Atlantic Avenue near the Santa Cruz Yacht Harbor.

Roadway Access: Roadway access is possible via Seabright Avenue to Atlantic Avenue and East Cliff Drive. The demand on this beach as a recreational resource far exceeds the number of available parking spaces in the immediate area.

Mass Transit: Metro route 6 (Seabright) stops at the foot of Seabright and Murray Street. From here a walk of approximately one to three-quarters of a mile remains to the site.

Bike/Pedestrian Access: Bicycle lanes exist down the length of Murray Street to Seabright, and also on Atlantic Avenue. The site is accessible from the corner of Seabright and East Cliff Drive.

Yacht Harbor (10)

The Santa Cruz Small Craft Harbor is composed of an upper and lower harbor area (separated by Murray/Eaton Streets) and forms the eastern edge of the City. While the Harbor is owned and operated by the Santa Cruz Port District, it remains accessible to the public. Uses of the Harbor include: ocean viewing, sunning, walking, surf fishing, boat fishing, rock fishing, and boating.

Access Points: The Harbor is immediately accessible from Lake Avenue, Brommer Street and East Cliff Drive (on the eastside of the harbor), and pedestrian sidewalks, pathways and dock areas which circumscribe most of the actual harbor area. Access is also possible along the western bluff of the Harbor from paths beginning at Frederick Street Park. There are stairs from the bluff to the Harbor at the park and Heritage Landing and from Melb Lane on the eastern bluff. Boating access is possible at the mouth of the Harbor which must be periodically dredged to provide safe ingress and egress for boats.

Roadway Access: Roadway access is possible via Seabright and Seventh Avenues to Murray/Eaton and then from Murray/Eaton to Lake Avenue to the Yacht Harbor entrance. There are a limited number of on-street parking spaces in the vicinity and demand for parking generally exceeds supply during summer months. There is a paid parking lot at the Yacht Harbor.

Mass Transit: Metro Route 6 (Seabright) provides direct access to the site at the corner of Lake Avenue and East Cliff Drive.

Bike/Pedestrian Access: Bicycle lanes exist down the length of Murray and Eaton Street, leaving a short distance down Lake Avenue to the Yacht Harbor.

2. Access Improvements

See policies under the Shoreline Access section of Table LCP-2 and Table LCP-4.

E. COASTAL PERMIT PROCESS AND IMPLEMENTATION PLAN

The City reviews projects in the coastal zone according to adopted regulations prescribing the permit process, public notice requirements, the extent of coastal commission review and authority, and the requirements of it's Coastal Land Use Plan and Implementation measures

in its Coastal Land Use Matrix. Coastal concerns generally addressed by the coastal land use plan include issues such as coastal recreation, public access, marine or possible biological impacts, erosion, and grading. The implementation measures for particular land use policies are referenced in the Coastal Land Use Matrix. See Table LCP-7 for a step-by-step approach to Coastal Permit Processing in the City.

1. Extent of Coastal Commission Review and Authority

The extent of coastal commission review of and authority over local projects is defined by three areas. The first area consists of **lands below the mean high-tide line and lands where the public trust may exist**, i.e., the Yacht Harbor. Within these areas the Coastal Commission exercises final authority on all applications.

The second area is those **properties generally within 300 feet of the beach's mean high-tide line or coastal bluff or to the nearest public road**. Within these areas, the Coastal Commission reviews projects only if there is an appeal from the decision of the local jurisdiction. This area is designated by the SP-O shoreline protection overlay zoning district.

The third area is **coastal properties which fall between the coastal zone boundary and that area more than 300 feet from the mean high-tide line bluff or beach line**. Coastal permits are required for various types of projects within this large area; however, the local decision on coastal permits is final unless the project involves major public works projects or energy facilities which may be appealed to the Coastal Commission.

2. Coastal Land Use Implementation Matrix

To explain the relationship between the City's Coastal Land Use Policies and implementation measures, each of the coastal land use policies in Table LCP-2 and LCP-4 are referenced with various implementing regulations. This reference is a key element in the processing of coastal permits and allows a direct link between coastal policies and implementation measures which must be considered at the time of permit processing. See Tables LCP-2 and LCP-4.

3. Implementation Regulations

Several different land use regulations are utilized to implement the Coastal Land Use Plan and include: Zoning Ordinance Regulations and Designations, Subdivision Ordinance regulations, Municipal Code Regulations, CEQA guidelines, as well as Coastal Land Use Plan policies, programs, maps and definitions which are composed of General Plan and Area Plan land use policies, programs, maps and definitions pertinent to coastal issues.

Zoning ordinance regulations consist of development regulations, such as the conservation regulations and specific land use zoning districts, including the Shoreline Protection Overlay District, Coastal Zone Overlay District and the Small Craft Harbor District. Subdivision ordinance regulations consist of development regulations such as map and dedication requirements. Coastal Land Use Plan/General Plan regulations and designations are found within Tables LCP-2 and LCP-4, the General Plan and Area and Specific Plan summaries and include land use policies, programs, maps and definitions for specific coastal sites, natural resources and other. The Local Coastal Program Implementing Regulations are

referenced in Table LCP-8. A Local Coastal Implementation Plan, which is an appendix to this chapter, provides the text of the actual Implementing Regulations.

Table LCP-7

Coastal Permit Processing Procedure

1. Initial Consideration. The first step in processing any permit is to determine whether a property is located within the coastal zone and, if so, what portion of the property is in the coastal zone. This can be determined initially through consulting the City's Zoning Map. Other preliminary considerations should be a determination as to whether a property is a "special coastal site", is located in a natural resource or sensitive area.

2. Coastal Policy Tables. Reference the coastal policy tables LCP-2 and LCP-4 to determine if any special or unique circumstances apply to the property. If any of these situations arise, further evaluation of the project and the Local Coastal Plan will be necessary to determine what special conditions should be considered when processing a coastal permit.

3. Application of Implementation Regulations. Once a determination is made that no unique or unusual circumstances exist for any application, then the regulations in the Coastal Implementation Plan may be used to handle permit processing. In many circumstances, a project's small size, scale, or location may exclude it from coastal permit applications. If this is the case, these exclusions and exemptions waive any further necessity of coastal permits. If a coastal permit is required, then the remaining regulations in the Coastal Implementation Plan should be applied as part of normal coastal permit processing.

4. Administration of Coastal Permits. Specific administrative regulations for processing of coastal permits are called for. These regulations outline public notice requirements and other administrative regulations necessary to carry out the requirements of the California Coastal Act.

LOCAL COASTAL PROGRAM
IMPLEMENTATION REGULATIONS

The following table references Zoning Ordinance, Subdivision, Municipal Code and other regulations that together with the Coastal Land Use Matrix form the basis of the Coastal Implementation Plan. See the Coastal Implementation Plan which forms an appendix to this chapter for the actual Implementing Regulations.

a. City of Santa Cruz Zoning Ordinance

Chapter 24.04, Administration (all)

Chapter 24.08, Land Use Permits and Findings

Part 1: Use Permits
Part 2: Variances
Part 3: Coastal Permit
Part 5: Design Permit
Part 6: Sign Permit
Part 8: Planned Development Permit
Part 9: Slope Regulations
Part 10: Historic Alteration Permit
Part 20: Reconstruction Permit

Chapter 24.10, Land Use Districts

24.10.105 Substandard Lots
24.10.150 Development of Known Archaeological Sites
Part 3: R-S Residential Suburban District
Part 4: R-1 Single-Family Residential District
Part 5: R-L Multiple Residential—Low/Medium Density
Part 6: R-M Multiple Residence—Medium Rise District
Part 7: R-T Tourist Residential District
Part 8: C-C Community Commercial District
Part 11: C-N Neighborhood Commercial District
Part 12: C-B Beach Commercial District
Part 14: SC-H Small Craft Harbor District
Part 16: I-G General Industrial District
Part 18: LB-P Public Land and Buildings District
Part 19: E-A Exclusive Agricultural District
Part 20: OF-R Ocean Front (Recreational) District
Part 21: F-P Flood Plain District
Part 23: GB-O Overlay District
Part 24: Central Business District
Part 25: SP-O Shoreline Protection Overlay District
Part 26: CZ-O Coastal Zone Overlay District
Part 28: FP-O Flood Plain Overlay District
Part 29: HD-O High-Density Overlay District

Chapter 24.12, Community Design

Part 1: General
Part 2: General Site Design Standards
Part 3: Off-Street Parking and Loading Facilities
Part 4: Advertising Devices, Signs and Billboards
Part 5: Historic Preservation
Part 9: Bed-and-Breakfast Inns

Chapter 24.14, Environmental Resource Management

Part 1: Conservation Regulations
Part 2: Performance Standards
Part 3: Environmental Review Regulations
Part 4: Flood Plain Management

Chapter 24.18, Nonconforming Uses and Structures (all)

Chapter 24.20, Zoning Map (all)

b. **Subdivision Ordinance**

23.04.030	Conformity
23.16.020.3(c)	Engineering Geology and.or Seismic Safety Report
23.16.050.3	Approval of Tentative Map
23.16.050.4	Findings for Denial
23.16.050.5	Waste Discharge Determination
23.16.070	Final Map
23.16.080	Submittal for City Approval
23.20.020.9	Conditions of Approval
23.24.020.2	Minimum Requirements
23.24.020.3	Street Trees and Landscaping
23.24.030.3	Existing Trees
23.28	Dedications; Access to Public Resources; Reservations

c. **Municipal Code**

1.12.050	Authority to Give Notice to Appeal and Release Citations
6.20.020	Septic Tanks and Cesspools
9.56	Protection of Heritage Trees
16.08.080	Limitations and Prohibitions on Wastewater Discharges

d. **Miscellaneous**

Resolution Adopting CEQA Guidelines
Ordinance 85-70:
Administrative Procedure Order: Obtaining Coastal Access Easements and Dedications (Standard Form for Access Easements)
1980 Coastal Access: Standards and Recommendations
* Monterey Bay Unified Air Pollution Control District Air Quality Management Plan (AQMP)
* Regional Water Quality Control board (RWQCB) Standards
* Federal and State Endangered Species Acts
* Federal and State Water and Air Quality Acts
* State Title 24

(*Federal, State and regional regulations, standards, and Acts with which the City must comply and are included for reference only.)

IMPLEMENTATION and MONITORING
(Pages 581-651)

A. INTRODUCTION

The General Plan is not an implementation tool. Rather, the Plan establishes the foundation of information, analysis, conclusions, rationale, goals, and policies which provide guidance and recommendations for future action. Therefore, the Implementation section of the General Plan identifies techniques, strategies, and methods for carrying out the recommendations contained in the Plan.

Major City processes independent of the General Plan provide a vehicle for implementation. These include: the Development Review Process, Annual Capital Improvement and Budget Programs, General Plan review, and special implementation programs already in existence or proposed to carry out certain objectives of the Plan. These include the Housing Programs, Integrated Pedestrian, Bike, Transit and Arterial Streets Master Plans, Downtown Recovery, and assessments of open space land use acquisition opportunities.

General Plan implementation depends on more than merely the actions or decisions of City government. Intergovernmental and private sector decisions and investments also play a major role in implementation. The General Plan is intended to serve a coordinating function for those decisions which affect the physical development of the City and promote the vision of the City's residents with regard to their future.

Federal, State, regional and County decisions affect the City and its residents in such diverse areas as transportation, air quality, education, flood protection, water and air quality, housing subsidy programs, and health and welfare facilities and services. The private sector finances and implements most of the development that occurs in the City. Decisions on the specific location and timing of a development project have traditionally been initiated by the private sector and will continue to be. However, through necessity the City is becoming concerned with better coordination between Federal, State, and regional agencies and private development to promote General Plan goals of sustainable development within the City and throughout the country.

This section outlines various implementation as well as monitoring programs and strategies for the City's 1990-2005 General Plan and is divided into three sections: **Implementation Tools, Major Projects, Potential Funding and Implementing Agencies and Timelines, and Monitoring Programs.**

B. IMPLEMENTATION TOOLS

Most implementation methods derive from the City's corporate and police powers. State law requires cities to have subdivision and building regulations and open zoning, while most other measures are adopted at local option. If the goals and objectives of the General Plan are to be served effectively, the implementing measures must be carefully chosen, adapted to local needs, and carried out as an integrated program of complementary and mutually reinforcing actions. At the same time, they must be used to achieve results that are consistent with the General Plan.

1. Acquisition

City acquisition of real property rights is another means of implementing the General Plan. Land acquisition is particularly useful in carrying out the plan proposals of the land use, and circulation elements. In implementing the land use element, the City may acquire land designated for government offices, police and fire stations, parks, access easements, preservation of proposals for open-space lands, or for public purposes such as redevelopment. With regard to the circulation element, the City might acquire land for public rights of way (e.g., sidewalks, bike paths, streets) and transit terminals. The City may acquire real property rights in various ways including: acquisition of fee simple absolute interests, acquisition of easement interests, leasing, lease-purchase agreements, purchase and resale, purchase and lease, joint acquisition with local agencies, land swapping, eminent domain, general obligation bonds, special taxes, Mello-Roos Community Facilities Act, special assessments, tax increment financing, and grants.

2. Capital Improvement Program

Construction of public facilities and infrastructure is an important link between the development of the City and the implementation of the General Plan. The City will be developing a Five Year Capital Improvements Program (CIP) that itemizes specific improvements and indicates the schedule and anticipated funding for them. Based on an annual review of the CIP, priority capital improvement projects to serve existing or planned development are identified. The Annual Capital Improvement Budget is then adopted to implement these priority projects. In this way, the CIP serves as a financial planning document as well as a physical planning document. It permits the construction of improvements to occur in a logical order which prevents unnecessary duplication, and allows the construction of a single project to be scheduled over more than one year.

3. Development and Impact Fees and Improvement Requirements

New growth and development add to the service and facility requirements of the City and other public agencies. Additional demand for ongoing services are financed by the operating revenues paid by new as well as existing development. However, the fiscal burden of the new facilities necessary to deliver City services to new development is beyond the capacity of normal municipal revenues. In recognition of this fact, the Concurrency section of the land use elements states that the capital and facility needs generated by new development should be financed by new development.

The City implements this policy in two ways:

a. New development is required to construct and dedicate to the City all public improvements directly attributable to the site. This includes sewer extensions, sewer laterals, street improvements, sidewalks, street lighting, fire hydrants and the like. In the implementation of level of service policies for transportation and sanitary sewers, development will be required to finance improvements to nearby intersections or downstream sewer mains in which capacity would be exceeded as a result of development.

b. To finance the construction and improvement of facilities and infrastructure systems for which the demand for capacity cannot be attributed to a particular development, the City imposes a series of impact fees through which new growth collectively finances these facilities and systems. These taxes are over and above cost-recovery fees charged for processing and reviewing applications for development approvals and permits. City impact fees include school and park fees. These fees may be adjusted from time to time to reflect changing costs and new requirements. Additionally, new fees or taxes may need to be imposed to finance other capital and facility needs generated by growth.

4. Development Review Process

The City's Development Review process is multi-faceted and involves programs of several City Departments. This process has the most direct influence on the City's ability to carry out the primary development goals and policies of the General Plan and also implements land use policies and changes shown in the Land Use Diagram. The primary elements of the Development Review process include: Zoning, Subdivision Regulations, Environmental Review, Annexation Procedures, Site and Architectural Review, Level of Service Policies, Building and Housing Codes and Permits, and Citizen Participation. All these policies combine to control the rate, amount, type and character of development which is allowed. The Citizen Participation component of the Development Review process consists primarily of the public hearings and are incorporated in all phases of the Development Review process which involve the issuance of discretionary permits by the City.

5. Incentive Programs

To attract economic and residential development to the Central core and other areas, the City can establish incentive programs designed to attract particular types of development and rehabilitation of specific areas. Incentive programs might include fee waivers for utilities and sewers such as those used to encourage the development of affordable housing. Other incentives might include infrastructure projects financed by the redevelopment, subsidy finance from CDBG and redevelopment housing set-aside funds, reductions in parking standards, streamline permit processing, density incentives, low interest loans, and participation agreements with banks.

6. Jobs/Housing Balance

Jobs/housing balance is based on the premise that commuting, the overall number of vehicle trips, and the resultant vehicle miles traveled can be reduced when sufficient jobs are available locally to balance the employment demands of the community and when commercial services are convenient to residential areas. Achieving a jobs/housing balance requires controlling the location, intensity, and nature of jobs and housing to encourage a reduction in vehicle trips and miles traveled and a corresponding increase in the use of mass transit and alternative transportation modes such as bicycles, walking and carpools. Planning for a jobs/housing balance requires in-depth analyses of employment potential (existing and projected), housing demand (by income group and corrected for regional housing opportunities), new housing production, and the relationship between employment opportunities and housing availability. Other factors such as housing cost and transportation systems must also be evaluated.

Strategies for implementing a jobs/housing balance include locating higher density housing near employment centers, promoting infill development, actively recruiting businesses that will utilize the local work force, and providing affordable housing opportunities within the community. Jobs-housing provisions most directly affect the land use, circulation, and housing elements. Because of the regional nature of employment and the free flow of employee across political boundaries, working with regional agencies to achieve a regional job/housing balance has the best chance for success.

7. Preferential Assessments

Preferential assessment of real property offers landowners an economic incentive for keeping their land in agricultural or open-space uses. This can serve to implement General Plan goals by reserving areas designated for agriculture, open space, scenic resources, and natural resource uses. State law provides local government with several preferential assessment programs including Williamson Act contracts and Conservation, Open Space and Scenic Easement Acts. They share the characteristic of being "enforceable restrictions" for the purpose of restricting land values.

8. Williamson Act

The California Land Conservation Act (Williamson Act) allows counties and cities to establish agricultural preserves and offer contracts to landowners for the purpose of protecting agricultural land from premature conversion to other uses (Government Code Sections 51200 et seq.). Owners of qualified land who contract with the City agree to continue agricultural or compatible activities for a period of at least ten years. In return, the City agrees to assess the property at its agricultural rather than market value. The state may reimburse the City for a portion of its resultant tax losses through a subvention fund.

9. Conservation Easement Act

The Conservation Easement Act (Civil Code Sections 815-816) provides that a local government or a nonprofit organization may acquire perpetual easements for the conservation of agricultural and open space lands and historic preservation. The landowner and accepting agency will agree upon the types of uses that may be permitted and these will be incorporated into the easement. Granting of a conservation easement may qualify as a charitable contribution for tax purposes. The easement may also qualify as an "enforceable restriction" for purposes of preferential assessment.

10. Open-Space Easement Act

The Open-Space Easement Act of 1974 (Government Code Sections 51070-51097) authorizes local governments to accept easements granted to them or to nonprofit organizations for the purpose of conserving open space or agricultural lands. These easements are established for a ten year period, and this term is renewed annually. An open space easement must be consistent with the General Plan (Government Code Section 51084). The local government is prohibited from granting building permits for land subject to this type of easement, considered an "enforceable restriction" of land under a preferential taxation program. Procedures for termination by non-renewal and by abandonment are set out in the state statute.

11. Scenic Easement Deed Act

The Scenic Easement Deed Act (Sections 6950-6054) authorizes a local government to purchase fee or scenic easements, but does not promote a specific mechanism for obtaining them. Sections 65870-65875 enable local governments to adopt an ordinance for the purpose of establishing open space covenants with property owners. These deed restrictions regulate land uses.

12. Redevelopment

Redevelopment, which combines police and corporate powers, is one of the most powerful tools available to the City for implementing the General Plan. As a potential source of infrastructure financing, redevelopment may help carry out the land use proposals of the land use element. Where the private sector alone is unable or unwilling to assemble land and invest the necessary capital for revitalizing blighted areas, redevelopment is a means of focusing resources to transform a deteriorating or "blighted" area into a more productive part of the community.

The tax increment financing technique established by California Redevelopment Law is utilized to freeze the property tax rate within the City's redevelopment areas at the existing level when the redevelopment area is formed. Thereafter, increases in the property tax revenues generated by increased assessments on land and improvements within the designated area accrue to the Redevelopment Agency. The City's Redevelopment projects include both the Harvey West and Natural Bridges Industrial Park, Mission Street, Water and Soquel Avenue, Ocean Street, the Downtown, Beach, the North River Street and South of Laurel areas.

There are two ways in which the tax increment revenues are used to directly benefit the greater community. First, the State Redevelopment Law requires that 20% of all tax increment revenues be set aside for construction of low and moderate income housing. This housing may be constructed within or outside of the Redevelopment areas and is one of the major sources of funding to implement the General Plan's housing goals and policies as well as the housing programs contained in this section. The second manner in which Redevelopment revenue can be used to benefit the community is through the funding of various infrastructure improvements within and outside the designated redevelopment areas which directly support economic development within the area.

13. Specific Plans

A specific plan is a tool for the systematic implementation of the General Plan. It may be applied to all or a portion of the area covered by the General Plan. Any interested party may request the adoption, amendment or repeal of a specific plan. While a plan may be prepared by either the public or private sectors, plan adoption, amendment and repeal are the responsibility of the local legislature.

At a minimum, a specific plan must include a statement of its relationship to the General Plan and a text and diagram(s) specifying all of the following in detail: the distribution, location, and extent of uses of land within the are covered; the proposed distribution, location, and extent and intensity of major components of public and private transportation,

sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed; standards and criteria by which development will proceed and standards for the conservation, development and utilization of natural resources, where applicable; and a program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the project.

14. Transportation Systems Management

Transportation system management (TSM) is a means of improving the efficiency of the existing transportation system through more effective utilization of facilities and reduction of user demand. TSM strategies, either individually or as a package of supportive programs, attempt to reduce existing traffic congestion and vehicle miles travelled and increase the person - carrying capacity of the transportation system. Other benefits of TSM include improved air quality, conservation of energy resources, reduction of new transportation and parking facility needs, and prolonged life of existing transportation facilities. To achieve the highest degree of TSM success possible, it is imperative that the planning and implementation of TSM be coordinated among transportation and planning agencies, transit providers, developers and employers.

When supported by all the parties affected by poor circulation, TSM has widespread applications for implementing various elements of the City's General Plan. For instance, TSM planning policies can be used to help correlate the land use and circulation elements. Such policies assure that planned street and highway capacities will adequately accommodate traffic generated by planned land uses. TSM programs that discourage single passenger car commutes and that promote flexible hours at places of employment may improve the levels of service of area streets and highways. Clean air and energy conservation policies may also be implemented through TSM programs that reduce motor vehicle trips and thereby air pollution and energy use.

C. MAJOR PROJECTS, POTENTIAL FUNDING AND IMPLEMENTING AGENCIES AND TIMELINES

1. Major Projects

GENERAL PLAN PROJECTS WITH MAJOR CIP OR BUDGETARY IMPLICATIONS
MAJOR PROJECTS Sept. 1992 — Jan. 1, 2005

WATER QUALITY

EQ 2.2.3 - Acquire critical lands and develop and implement watershed management plans for the San Lorenzo and coastal watersheds and continue to update the management plan for the Loch Lomond watershed.

BIOTIC RESOURCES

EQ 4.2.1 - Develop, adopt and implement management plans for City owned sites including the San Lorenzo River and Neary Lagoon.

URBAN FORM

CD 1.3.3 - Develop a master plan to provide for the long-term preservation of the City's greenbelt lands.

CHARACTER AND SCALE OF THE BUILT ENVIRONMENT

CD 3.1 - By 1994, adopt a Design Review Manual to be used as a statement of City-wide design policy.

CD 3.2 - Develop new and also implement existing plans and design guidelines for areas of community importance, to preserve and enhance areas contriuting to the City's built character.

NEIGHBORHOOD QUALITY

CD 4.1 - Work with neighborhood groups to plan for improvements to their neighborhood and, in the process, evaluate street width, landscaping, street lighting and furniture, architectural, pedestrian and natural amenities, rehabilitation opportunities and make recommendations and develop incentive programs for enhancing neighborhood quality.

IMAGEABLE PATHS AND ENTRANCES

CD 5.2.1 - Prepare a corridor design plan for Mission/Water Street

CD 5.2.2 - Define the desired character of Soquel Avenue and Water Street and prepare a corridor plan in conjunction with the Eastside Business Redevelopment Project Plan.

CD 5.2.3 - Develop a gateway and design concept for the Riverside Avenue corridor.

CD 5.2.4 - Prepare a corridor plan for Ocean Street that provides for understandable visitor access to the Beach.

CD 5.3 - Develop a comprehensive, City-wide directional sign program to provide a clear and continuous sign system providing accurate directions and easier access to destination points.

LANDSCAPING

CD 6.2.1 - Develop a Street Tree Master Plan and landscaping theme for the City's imageable paths and entrances and designated residential areas.

RESIDENTIAL, COMMERCIAL AND INDUSTRIAL LANDS

L 2.2.1 - Update land use and design guidelines for the Beach and Wharf Area addressing the area's importance as both a center of tourism and residential area.

L 2.2.2 - Prepare an area plan for the South-of-Laurel area providing for a mix of multi-family and commercial uses. The plan should be guided by the objective of creating an in-City, people-friendly, medium to high density neighborhood with neighborhood commercial areas that coexists with visitor-serving commercial development linking the beach area to downtown.

L 2.2.3 - Prepare an area plan for the North River Area which provides for a mix of land uses, and which takes into account the area's proximity to Downtown, Mission Hill, and the San Lorenzo river, and acknowledges the area's roll as an access corridor to Downtown.

L 2.2.9 - Develop and implement plans for the Eastside Business Redevelopment Project Area, Ocean Street and Mission Street Corridor to improve their economic competitiveness and develop aesthetically pleasing places to drive and shop.

OPEN SPACE LAND USES

L 3.1.1 - Analyze the feasibility of developing an open space assessment district to acquire certain areas.

L 3.1.2 - Apply for open-space acquisition funds as they become available through the State, Federal Government and other agencies and/or encourage acquisition of open space by land trusts or conservancies.

L 3.4.1 - Develop and implement a master plan for Pogonip in a manner consistent with the purpose of the property's acquisition and environmental resources and examine the feasibility of providing opportunities for public use of the Pogonip Club.

L 3.4.2 - Develop an Arroyo Seco master plan to maintain, manage and allow for the expansion of recreational uses such as trails and seating areas.

L 3.4.3 - Update the DeLaveaga master plan to maintain and manage natural areas and potentially allow for expansion of recreational uses.

L 3.4.6 - Implement recommendations for restoration of Jessie Street Marsh including preparation of a marsh management plan pursuant to policies SLR 1.4.3 - 1.4.6.

L 3.4.7 - Require preparation of and implement a management plan for the natural areas of Lighthouse Field in accordance with the Lighthouse Field policies.

L 3.4.10 - Implement the Neary Lagoon Management Plan.

L 3.4.11 - Implement the San Lorenzo River Enhancement and Design Plans

L 3.4.12 - Implement the Moore Creek corridor Access and Management Plan

L 3.5.5 - Develop and implement plans to maximize public access and enjoyment of recreation areas along the coastline.

CIRCULATION

C 1.2 - By December 1993, develop and integrate Pedestrian, Bike, Mass Transit and Arterial Streets Master Plans recommending circulation improvements in areas with deficiencies (or inadequate levels of service) and develop plans to complete or else improve the efficient utilization of existing circulation facilities. Update these master plans every 5 years.

C 1.3.1 - Work with the SCCRTC and other agencies to produce a County-wide origin destination study analyzing major trip origins and destinations and modes.

C 1.3.4 - Develop and implement strategies, such as coordinated signs and street naming, protected turn lanes, and remote parking/shuttle programs, to reduce traffic congestion along the Visitor/Beach area travel corridors.

C 1.4 - Develop a triennial Circulation Report monitoring and evaluating the use, efficiency and safety of all components of the circulation system and TSM strategies.

C 1.8.1 - Improve the City's computer transportation model and ensure it is consistent with the SCCRTC's regional transportation model.

C 1.8.5.1 - Implement MBUAPCD transportation control measures (TCMs) for the 1992 AQMP including: Trip Reduction Ordinance (employers and schools), Commuter Transit Service, Transit Improvements/Continued Service Levels, Tourist Transit Shuttle, Traffic Signal Synchronization, Bicycle Facilities Maintenance and Construction, and Park and Ride Facility Construction.

C 1.8.6.1 - Conduct a study to assess the real costs of auto transportation to people of Santa Cruz, including subsidies for roads and parking, safety and environmental degradation.

PEDESTRIAN SYSTEM

C 2.2.2 - Develop a time schedule and comprehensive funding program for the proposed pedestrian system improvements prioritizing development of pedestrian improvements to and from community facilities, mass transit stops, pedestrian activity centers such as the Beach and Downtown, and those serving the needs of the physically disabled. (See Table C-3)

BIKE SYSTEM

C 3.1.2 - Develop a time schedule and comprehensive funding program for the proposed bike improvements and prioritize the development of bike lanes on arterial streets, collector streets and in already-adopted City plans including the East-West Bicycle Task force Final Report and the Regional Transportation Plan.

C 3.2.3 - Identify signalized intersections needing bicycle detection systems (e.g., Bay Street from High to Mission Streets) and install them with appropriate markings. Where feasible, adjust existing loop detectors to be sensitive to bicycles.

C 3.2.4 - Ensure that traffic diverters, chokers and railroad crossings do not impede bicycle travel by allowing bicycles to travel through diverters and islands, retrofitting railroad crossings, and designing and implementing intersection improvements that will facilitate bike travel.

C 3.2.5 - Develop a program to provide regular sweeping, pavement repairs, striping, and signs along bike routes and coordinate activities with the SCCRTC Bikeway Hazard Program.

MASS TRANSIT

C 4.1 - Work with SCMTD to develop a Mass Transit Master Plan to maintain a transit level of service standard and increase ridership by up-grading services and expanding routes, especially for commuters.

C 4.1.2 - Pursue passenger rail transit on the Southern Pacific Right-of- Way corridor by 1997 and fixed guideway between UCSC and Santa Cruz 2000.

C 4.1.3 - Maintain existing and expand bus services along major commute corridors and to major destinations such as UCSC, Downtown, Harvey West and Natural Bridges Industrial Parks, DeLaveaga/Prospect Heights/Harvey West Areas to Downtown, Santa Cruz-Live Oak, Santa Cruz-Santa Clara County, and along coastal routes.

C 4.1.3.1 - Develop express bus systems along major commute corridors to minimize the number of stops and encourage commuter bus travel to and from major destinations.

C 4.4.1 - In coordination with the SCCRTC Fixed Guideway/Rail Project, consider developing a rail shuttle demonstration project to the beach, with remote parking in the Harvey West/Sashmill Area and an aggressive sign and information program, in advance of a more comprehensive passenger rail system.

C 4.4.3 - Continue to improve the Beach and Wharf bus shuttles to enhance their appeal and utility to visitors and develop a Downtown/Beach bus shuttle by 1993 along the route of the trolley proposed in the Downtown Recovery Plan.

C 4.4.4 - Work to develop weekend/summer shuttle service along the coastline and to specific beaches and destinations such as Seabright, boardwalk, the Santa Cruz Yacht Harbor, Natural Bridges, and Lighthouse Point and work to develop weekend/summer bus service from Santa Clara Valley to Santa Cruz.

ROAD SYSTEM

C 5.2 - Develop deficiency plans and monitoring programs when congestion management corridors and arterial street intersections reach LOS E.

C 5.3 - Develop plan lines, program and construct funded and approved baseline road projects and pursue funding options on non-funded and non-approved baseline projects (Table C-22) and commence project development only after the project has been funded and also publicly reviewed and approved.

C 5.6 - Develop a Visitor/Coastal Access plan consistent with circulation planning goals and promoting alternative transportation modes, to provide convenient and clear access into and out of major destination areas, reduce conflicts with residential traffic, and make Santa Cruz an "inviting" place to visit.

C 5.8.4 - Develop neighborhood traffic control plans, where necessary, to minimize traffic impacts on local streets and to enhance local access through the use of diverters, chokers, barriers, signs, and speed enforcement.

TRANSPORTATION SYSTEMS MANAGEMENT

C 6.4.2 - Develop a Downtown and Beach Area parking management strategy that ensures the viability of businesses, promotes alternative forms of transportation, and funds the cost of future parking improvements.

C 6.5.2 - Work with Caltrans to examine the feasibility of using shopping centers and church parking lots, within the city and County, as park and ride lots during the weekdays and developing parking lots at the City fringe coordinated with low-cost shuttle service to the Downtown and Beach Areas.

C 6.7.2 - Update and maintain coordinated signal timing in various traffic corridors including but not limited to: Ocean/Water Street, Laurel/Front Street, Soquel Avenue, and Riverside Avenue.

C 6.8 - Develop a TSM planning and monitoring program to evaluate, adjust and improve City-wide TSM strategies.

SPECIAL NEEDS HOUSING

H 2.3 - Allocate funds and work with public and non-profit housing providers to provide group housing suited to the special needs of persons with the HIV virus.

H 2.9.1 - Provide a day facility by 1996, to provide homeless persons and families with resources which will assist them in making transitions to employment and permanent housing. The facility should include personal lockers, shower facilities, toilets, and a message center.

AFFORDABLE HOUSING

H 3.1.2 - By 1995, adopt a Redevelopment Agency Affordable Housing Strategy detailing houw housing set-aside funds should be used for the next 5-year period, beginning with the 1995/1996 allotment of funds available.

CONSERVATION AND REHABILITATION OF HOUSING

H 4.3.1 - Continue allocating all inclusionary housing in-lieu fees generated between May 1991 and May 1996 to the Target Area Housing and Relocation Assistance Fund to provide incentives for rehabilitation of existing housing units and development of housing affordable to very low and low income households and to provide relocation assistance to persons who may be displaced by housing rehabilitation or other activities in the Beach/Lower Ocean Target area.

ECONOMIC PRINCIPLES

ED 1.1.3 - Maintain up-to-date information useful to private business and pertinent to the Santa Cruz economy, such as demographics, future plans, local employment and market statistics, and population growth and develop an economic base study by 1996 to help evaluate business opportunities in the City and surrounding region.

RETAIL TRADE AND COMMERCIAL SERVICES

ED 2.4.3 - Develop and implement a promotion and management plan for the Municipal Wharf aimed at attracting local residents and enhancing recreational and economic opportunities while protecting the Monterey Bay.

ED 2.4.4 - Implement a retail recruitment and management program for the City's central business district to maintain a competitive Downtown and to retain existing and attract new businesses.

ED 2.4.5 - Create a promotion district and water front management zone in cooperation with Beach Area businesses and residences to coordinate visitor services throughout the Beach Area.

INDUSTRY

ED 3.4.1 - Develop a business expansion and retention program on an industry-by-industry basis to open lines of communication between business and local government, market public and private employment training programs and business assistance services, gather data and identify market gaps that can be filled by new or existing local businesses.

TOURISM

ED 5.6.3 - Develop a comprehensive signing program to improve access to tourist designations and lodging facilities to encourage the participation of smaller loging facilities in serving the conference and other markets.

CITY GOVERNMENT

CF 1.1.2 - Develop public computer access to City information including agendas, minutes, public hearing dates and land-use information.

CF 1.2.1 - With the five-year update of the General Plan conduct a community attitude survey of public needs and interests.

CF 1.3.1 - Develop a City-wide Geographic Information System by 1994.

CF 1.4 - Implement Accessibility Committee recommendations to ensure City information, meetings and buildings are accessible to the physically disabled and elderly and to comply with Federal Section 504 and ADA regulations by 1995.

CHILDREN, YOUTH AND FAMILIES

CF 3.4.6 - By 1993, identify and acquire a replacement site for La Familia Center to operate in the Beach/Lower Ocean Target Area.

COMMUNICATIONS AND INFORMATION NETWORK

CF 5.2.1 - Achieve the service standards of the Library Systems Long Range Plan and site and size libraries to provide maximum utility to the most patrons.

CF 5.2.2 - Maintain an adequate collection to serve the needs of the community by implementing a collections standard of three items per capita (75% of the collection should be books and 25% should be non-book materials such as records, discs, and videos) and ensure that materials set forth a variety of views on controversial topics.

WATER SUPPLY, CONSERVATION, QUALITY AND DISTRIBUTION

CF 6.3.1 - Continue preliminary engineering and environmental review of water supply alternative projects presented in Table CF-5, and consider implementation of selected alternatives.

CF 6.4.4 - Implement recommendations of the Water Treatment Alternatives Study.

WASTEWATER TREATMENT

CF 7.1.2 - Repair or replace those lines that have deteriorated past the point of useful service or have been identified as deficient under current flow conditions, fiving priority to sewer lines in areas adjacent to the San Lorenzo River. New pipelines should be sized to handle future flow for at least 50 years.

CF 7.2.1 - Update the 1984 Sewer Master Plan by 1994 to reflect changes in land-use and population projections, UCSC growth, and identify projects needed basin-by-basin through 2005.

CF 7.2.2 - Upgrade the existing wastewater treatment plant to provide secondary level treatment by 1996.

CF 7.2.3 - Monitor the capacity of the wastewater treatment plant and when it reaches 75% capacity, develop a plan to address future needs consistent with the Environmental Quality policies of this Plan.

CF 7.2.6 - Construct a leachate line from the municipal landfill to the City's wastewater collection system and prohibit sewer hook-ups, with the exception of wastewater from Wilder Ranch if consistent with the policies of and permitted by Santa Cruz County and the Coastal Commission.

SOLID WASTE DISPOSAL AND RECYCLING

CF 8.2.4 - Expand the recycling program to include multi-residential customers, schools and public institutions, and commercial and industrial businesses.

CF 8.2.5 - Expand the list of curbside recyclables to include paper and other products as necessary, and also begin a program to recycle water based paint on a drop off basis at the City Recycling Center and consider alternatives for curbside pickup.

CF 8.2.6 - Provide receptacles for separating recyclable materials from nonrecyclable materials at City parks, the wharf, the beach area, the Downtown and other public facilities.

CF 8.4 - By 1995, begin preparation and implementation of plans for the closure and replacement of the Sanitary landfill addressing current and future uses of the site (including design criteria, visual resource protection, water quality, and eventual recreational reuse), the development of various disposal methods, and operational standards.

STORM DRAINAGE

CF 9.1 - Update the Storm Drainage Master Plan by 1994 to guide storm drainage improvements through the year 2005.

PARKS AND RECREATIONAL LANDS

PR 1.1 - By 1993, develop an acquisition strategy for parks and recreational lands to expedite the acquisition of suitable park sites, prioritize rexommendations in the budgetary process, and identify and pursue funds outside of the City for park acquisition.

PR 1.2.5 - Pursue acquisition or dedication of park land in the Lower Western Drive and West Escalona Area and also examine the feasibility of utilizing private open space in the area for public park purposes.

PR 1.2.6 - Expand recreational facilities in University Terrace Park.

PR 1.2.8.2 - Identify and acquire adequate park lands as mitigation for the loss of park land at Neary Lagoon, including possible acquisition of property adjacent to the Popper-Keizer School on California Street, property on Almar and Ranking, and a vacant lot on Dufour Street.

PR 1.2.10 - Develop a Riverfront Park along the San Lorenzo River at the end of Cathcart Street. (See the Downtown Recovery Plan and the San Lorenzo River Design Plan).

PR 1.2.17 - Improve access (pedestrian, bicycle, automobile) from existing and proposed residential developments to Harvey West park and Pogonip.

PR 1.2.19 - Complete acquisition of John Franks park.

PR 1.2.20 - Investigate the feasibility of acquiring and developing a neighborhood park site or recreational opportunities in the Carbonera, Branciforte Drive and Goss Street areas, and Emeline/County Health Center areas.

PR 1.2.21 - Work with Santa Cruz City Schools to make site modifications to Branciforte Junior High, Harbor High and DeLaveaga School to improve their use as parks and recreational space.

PR 1.2.22 - Improve pedestrian access from Prospect Heights to DeLaveaga Park by constructing hiking trails.

PR 1.2.23 - Acquire a neighborhood park site in conjunction with the proposed elementary school at the Arana Gulch site.

PR 1.2.24 - Renovate Central Park.

PR 1.2.27 - Pursue physical expansion, facility improvements and improved access to Harvey West Park.

PR 1.2.28 - Renovate Lower DeLaveaga Park and investigate the feasibility of improving bicycle access to it.

PR 1.2.29 - Improve access and design linkages from surrounding residential developments and Downtown to San Lorenzo Park and River.

PR 1.4.1 - Implement enhancements to Pacific Ave. and surrounding streets, proposed in the Downtown Recovery and Streetscape Plans, including Scope Park and the Town Clock Area.

PR 1.4.2 - Implement the Beach Street Promenade Design Plan and improve pedestrian linkages between West Cliff Drive and the San Lorenzo River.

PR 1.4.3 - Develop a significant public plaza in the Downtown core (preferably on or adjacent to Pacific Avenue) for public gathering and cultural activities.

PR 1.4.4 - Develop a public space in the Plaza Lane/Cedar Street area.

PR 1.7.1.4 - Develop plans for improving pedestrian and bike access from the Downtown and other residential neighborhoods and recreational areas to coastal recreation areas.

PR 1.7.1.5 - Provide and encourage provision of adequate bike parking at coastal recreation areas along the coast including Natural Bridges, West Cliff Drive pocket beaches, Main Beach, Seabright Beach, and the Yacht Harbor.

PR 1.7.3 - Prepare and implement a beach management plan for Main and Cowell Beaches that addresses drainage onto the beach, litter control and beach maintenance, lagoon levels at Neary Lagoon, special events coordination, distribution of recreation uses, handicapped areas, and interpretive signs to ensure safe public access and protection of environmentally sensitive areas.

PR 1.7.6 - Develop and implement an integrated design, land use, recreation, cliff stabilization, and landscaping plan for West Cliff and East Cliff Drives to enhance public access, safety and recreational enjoyment in these areas.

PR 1.7.11 - Establish a Recreation/Waterfront Zone encompassing the portion of the Monterey Bay from the mouth of the San Lorenzo River to Steamer's Lane, from the shore to the kelp line, and provide for management of Municipal Wharf, beach, water activities, parking and recreational activities in a manner that promotes access and protects the Bay.

PR 1.9.2 - Conduct landscape water audits for all parks and incorporate results into budgetary decisions for upgrading systems and management of irrigation scheduling.

RECREATIONAL FACILITIES

PR 2.3 - Pursue development of community meeting rooms on or adjacent to Frederick Street Park.

PR 2.5 - Examine the feasibility of developing new and/or expanding and refurbishing existing baseball and athletic fields, including those on school sites to meet the needs in Table PR-9. Give priority to upgrading existing baseball and athletic fields in order to correct any deficiencies in facilities.

PR 2.8 - Determine the feasibility of expanding or rehabilitating current gymnasiums, including those on school sites to meet the basketball and volleyball needs in Table PR-9.

PR 2.9 - Rehabilitate existing facilities at Harvey West Pool.

RECREATIONAL PROGRAMS AND CULTURAL FESTIVITIES

PR 3.7.1 - Establish a center for Beach Area activities and events that provides space for event assembly, visitor information, public event security, film-making support and other visitor support activities.

RECREATION CORRIDORS

PR 4.2.1 - By 1995, develop plans, a time schedule and funding program for implementing the proposed set of recreational trails. (See Table PR-11).

HISTORIC AND ARCHITECTURAL RESOURCES

CR 2.1.4 - Inventory City-ownes properties of historic interest and develop and implement plans for their protection, restoration, and/or rehabilitation, including but not limited to DeLaveaga Covered Bridge, West Cliff Drive Bridge, Carmelita Cottages, Fire Station #1, City Hall, the Wharf, and Plaza Park

MUSEUMS

CR 3.1 - Maintain the City Museum as a key cultural, historical and educational facility, providing collections, exhibits and educational programs focused on the cultural and natural history of the Northern Monterey Bay Region and developing adequate facilities for expanding museum collections, exhibits and educational programs.

VISUAL AND PERFORMING ARTS

CR 4.1.1 - By 1993, require a certain percentage of the tax increment funds from the redevelopment district to go towards public art.

FLOODING HAZARDS

S 3.3.1 - Make necessary improvements to Water Street Bridge.

S 3.3.2 - Construct a low flood wall adding 1 to 3 feet to the levees and also identify and proceed with any necessary levee reinforcements.

S 3.4 - In conjunction with the San Lorenzo River studies, re-evaluate flood potentials along Branciforte and Carbonera Creeks and, if flooding potentials have increased, devise a set of measures to reduce flooding hazards in areas that will be affected by them.

FIRE HAZARDS

S 4.1.1 - By 1993, evaluate fire service and prevention needs such as stations, staff and equipment relating to the City's land use and circulation plans, and ensure that any new equipment meets height requirements necessary in the Downtown.

POLICE SERVICES

S 5.1.1 - By 1993, determine appropriate police staff, station, equipment and training needed to meet the demands of increased population and tourism and emphasize community-oriented policing.

HAZARDOUS MATERIALS

S 6.1.2.2 - Establish a permanent Hazardous Household Wastes facility for City residents to dispose materials in a safe and legal manner, and allow for temporary drop-off programs until a permanent facility is available.

2. Work Program

GENERAL PLAN WORK PROGRAMS
Sept 1992-Jan 1, 2005

AIR QUALITY

EQ 1.2.1 - Map sensitive land uses including hospitals, schools, and care facilities and periodically check air quality in these areas.

EQ 1.3 - Work with the County and MBUAPCD to establish air monitoring stations for the City and surrounding areas that monitors a full range of pollutants.

EQ 1.7.1 - Investigate methods for developing a carbon dioxide budget for the City that limits carbon dioxide emissions.

EQ 1.7.2.1 - Strive to eliminate the use of polystyrene foam (PSF) packaging products, and styrofoam throughout the City.

EQ 1.7.2.2 - Expand reclamation and recycling programs for all CFC-containing products and applicances at the City landfill.

EQ 1.7.2.3 - Eliminate loopholes in household, commercial or industrial use and recycling of CFC's.

EQ 1.7.3 - Replace City-owned and encourage replacement of privately owned fire extinguishers with models that do not use ozone depleting compounds.

EQ 1.8 - By December 1992, develop a city-wide smoking ordinance to assure indoor air quality and minimize health hazards from secondary smoke.

WATER QUALITY

EQ 2.3.1.6 - Require a maintenance program and oil grease and silt traps for all parking lots over 10 spaces and also investigate methods of retrofitting existing parking lots with grease, oil and silt traps.

EQ 2.3.1.7 - Mark storm drain grates to discourage dumping of oils into the storm drain system.

EQ 2.3.1.8 - ...investigate the feasibility of increasing street sweeping intervals.

EQ 2.4 - Evaluate the water quality of natural springs and streams in the City and devise strategies to protect and restore these areas.

SOILS

EQ 3.1.4 - Work with the County and Port District to reduce erosion and sedimentation occurring in Arana Gulch.

BIOTIC RESOURCES

EQ 4.1.4 - Work with the Calfornia Department of Parks and Recreation and other agencies to protect tidepool areas below DeAnza Mobile Home Park and along Natural Bridges and West Cliff Drives.

EQ 4.2.7 - Develop an Adopt-a-Stream program on a trial basis and determine its potential to protect, enhance and restore stream resources within the City.

EQ 4.5.3.3 - Explore funding for the public acquisition of privately owned monarch butterfly habitats and place signs and information at City-owned sites.

ENERGY

EQ 5.2.2 - Approach UCSC to develop a joint energy efficiency program addressing waste management, transportation and new construction.

EQ 5.3.1 - Investigate requiring energy efficiency and consumption analysis for all new projects, public and private, proposed for construction and consider prioritizing permit processing and reducing permit fees for projects where total annual energy use is demonstrated to be significantly less than in conventional projects.

EQ 5.3.3 - Develop and adopt a solar access ordinances to protect solar access rights and require solar orientation to maximize utilization of solar potential.

EQ 5.3.5 - Review building codes to remove obstacles to utilizing renewable energy systems, and provide incentives in obtaining permits for such systems.

EQ 5.4 - Develop and implement a program of incentives and requirements to improve the energy efficiency of existing structures (including swimming pools and spas) with cost-effective conservation and renewable energy systems.

EQ 5.6.1 - Investigate the potential for development and financing of privately owned renewable energy sources and promote their establishment where feasible.

EQ 5.6.2 - Investigate the feasibility of investing a percentage of City revenues in renewable energy production so that a long term renewable energy base is built for City needs.

NOISE

EQ 6.6 - Consider an ordinance regulating the level of daytime and nightime intense and intrusive short duration noise from the operation of machinery and outdoor equipment (e.g. leaf blowers) in residential areas.

URBAN FORM

CD 1.1.2 - Develop design criteria to ensure compatibility of infill development with existing neighborhoods and development patterns (including intensities and land uses)

CD 1.2.1 - Annex the balancd of UCSC lands outside of the coastal zone immediately and consider annexing lands inside the coastal zone at a later date.

CD 1.2.2 - Consolidate the City limits in the Carbonera Area

CD 1.2.3 - Evaluate deannexing agriculturally zoned land on the western edge of the City.

NATURAL SETTING AND SCENIC RESOURCES

CD 2.2.1 - Develop siting, scale, landscaping and other design guidelines to protect visually sensitive areas and ensure that development is compatible with the character of the area. Areas to be protected include: open-space land uses, foothills, bluffs, scenic coastal areas, Beach Hill, Pogonip, Far West Side, Mission Hill, Moore Creek, DeLaveaga Park, and San Lorenzo River.

CD 2.2.2 - Identify important vistas and view corridors of community wide value to be preserved and require development to provide visual and physical breaks to allow access to these areas.

CHARACTER AND SCALE OF THE BUILT ENVIRONMENT

CD 3.2.1 - Develop and implement design guidelines for the Circles, the Downtown and Mission Hill Historic Districts, Mission, Soquel, Water, and Ocean Streets, West Cliff and East Cliff Drives, South of Laurel and the North River Area to preserve unique characteristics of the City's built environment.

CD 3.8 - Encourage the placement of works of art for public display by developing a plan for the incorporation of art in public places.

NEIGHBORHOOD QUALITY

CD 4.4.1 - Evaluate the use of a property maintenance ordinance and commercial residential use permit regulations as a means of improving neighborhood quality.

CD 4.5.1 - Re-examine remaining policies and programs in the Liveable Street Plan for the Downtown Neighborhood and consider developing plans for other streets and neighborhoods in the City.

IMAGEABLE PATHS AND ENTRANCES

CD 5.1.2 - Increase landscaping requirements for large parking lots.

CD 5.4 - Inventory each of the City's entrances and develop building design, landscape, lighting and sign criteria to define and enhance their characteristics.

CD 5.5 - Identify visitor-serving corridors and establish design concepts that make them attractive and interesting through landscaping, banners, flags, art, and displays, etc.

LANDSCAPING

CD 6.2.3 - Expand the Street Tree Program and require new development to contribute.

CD 6.2.4 - Develop and adopt a landscape ordinance for new and rehabilitated landscaping with specific irrigation designs, planting and maintenance plans emphasizing unity, aesthetics, water efficiency and stressing the planting of a diversity of native, drought-resistant species.

BALANCED COMMMUNITY

L 1.3 - Develop and promote a model community vision for Santa Cruz aimed at fostering the City's sustainable development and promoting the well-being of the community and all life on the planet.

L 1.7.1 - Work with public, private and education organizations to develop a human carrying capacity study for the Santa Cruz region, focusing on the long range impacts of human population, consumption and pollution, biotic stability, characteristic diversity and environmental quality.

RESIDENTIAL, COMMERCIAL AND INDUSTRIAL LANDS

L 2.2.8 - Combine the Western Drive Master Plan and the Moore Creek Access and Management Plan and other General Plan policies regarding land use and environmental protection for the area.

L 2.4.1 - Evaluate and update development guidelines for the Circles area and other neighborhoods or areas characterized by substandard lots.

L 2.4.2 - Evaluate provisions dealing with "nonconforming" regulations to achieve the flexibility necessary to deal with future uses of existing buildings and evaluate the feasibility of providing incentives to encourage the desired type of development.

L 2.4.3 - Review Zoning Ordinance provisions and establish guidelines for buffers between commercial and adjacent residential uses and where separation of traffic and parking from residential use is not feasible, provide guidelines for cooperation between uses.

L 2.4.4 - Establish guidelines for transition of development at the City's edge.

L 2.4.5 - Develop design guidelines for heavy industrial uses abutting residential, commercial and office areas to ensure that appropriate buffers are provided to avoid undesirable noise, smell, traffic, and other impacts.

L 2.6.1 - By January 1994, develop a population or bedroom density standard and/or FAR approach to multiple residential development, to implement policies for more affordable and a greater variety of housing.

L 2.6.2 - Establish and implement a Housing monitoring program to annually review housing production, assess remaining housing potential and evaluate housing needs. Information gained should be used as a basis for amending the General Plan

L 2.6.4.3 - Allow and encourage residential development in non-residential districts and develop appropriate design guidelines and incentives for this type of development.

L 2.6.6 - Evaluate incentives and/or requirements to promote residential development in connection with employment generating development.

L 2.6.7 - Consider raising the allowable density in the RT zoning district to 55 units/acre with the special density allowance.

L 2.7.3 - Designate, develop and maintain neighborhood commercial districts to provide limited services to nearby residential areas.

L 2.7.3.2 - Develop an incentive program to encourage conversion of uses in neighborhood commercial designations to neighborhood serving.

L 2.8.1.1 - Establish employment density criteria standards for industrial development and create incentives to attract industrial developments that meet the employment density criteria.

L 2.9 - Expand Zoning Ordinance provisions for mixed residential, commercial and office development and develop incentives encouraging mixed-use development acknowleding its trip reduction potential and other benefits.

L 2.9.1 - Identify areas where mixed-use development opportunities exist and develop appropriate guidelines and incentives to encourage that type of development.

OPEN SPACE LAND USES

L 3.1.4 - Study the potential for a Transfer of Development Credits Program to preserve parcels containing unique resources or that are located in areas where open space amenities would benefit the community.

CONCURRENCY

L 4.1.5 - By 1994, develop level of service standards for public facilities, including water, treatment plant, sewers, storm drains, solid waste, street lighting, sidewalks, bikeways, transit systems and streets that are consistent with General Plan objectives.

L 4.1.5.1 - By 1995, develop a list of public facility projects (with cost estimates) to be incorporated in the General Plan that would be necessary in order for the level of service standards to met over the life of the Plan.

L 4.3 - Develop a 5 year Capital Improvement Program to prioritize community needs and allocate funds for the construction of alternative transportation improvements, water and wastewater facilities, parks, libraries, cultural resources, government facilities and other programs necessary to serve current and projected population growth.

LAND USE AND CIRCULATION

L 5.3.4 - Designate appropriate areas adjacent or near arterial and transit corridors and potential rail corridors for development of higher residential or commercial densities and mixed uses to promote long-term transit viability and alternative forms of transportation, and also help reduce traffic congestion.

L 5.7 - Establish parking requirements relevant to changing community needs taking into account TSM measures, mixed-use development, and more area-wide or common parking approaches.

CIRCULATION PLANNING

C 1.1.1 - Establish and monitor modal-distribution percentage goals for all consistent with achieving a no net gain in the daily number of automobile trips. Strengthen alternative transportation improvements and TSM measures as necessary.

C 1.2.1 - Establish level of service criteria for pedestrians, bicycles, mass transit, and roads adequate to meet their modal-distribution shares.

C 1.3.6.1 - Conduct a survey of commuters further than 10 miles to identify the market for telecommuting, transit and ridesharing strategies.

C 1.3.6.2 - Contact employment centers and employers to encourage them to increase the availability of telecommuting and/or ridesharing options to their employees.

C 1.5.2 - Develop a Transportation Impact Fee to ensure that developers pay a fair share of circulation system improvements.

C 1.8.6.4 - Work with appropriate agencies and groups to initiate a program to provide helmets to all school children when riding bicycles.

PEDESTRIAN SYSTEM

C 2.3.1 - Revise standards for sidewalk width to develop minimum widths in proportion to expected pedestrian usage, ie 12 feet along Pacific Avenue, 7-8 feet in the Downtown and heavier pedestrian areas, and standard minimum of five feet throughout the rest of the City.

BIKE SYSTEM

C 3.1.4 - ... Establish a demonstration project with a contraflow bike lane on an experimental basis.

C 3.1.5 - Study, and if feasibile develop bike commute routes along railroad rights-of-ways (while ensuring the ability to develop rail transit), West Cliff Drive, Broadway, King and other streets to encourage biking by commuters, residents and tourists.

C 3.1.6 - Investigate the feasibility of street closings for "bikes, pedestrians, skaters only days" for West Cliff Dr., Pacific Ave, and other City streets.

C 3.5 - Revise the Zoning Ordinance and parking district requirements to provide require secure, covered bicycle parking and/or storage lockers at private and public facilities including but not limited to multi-family developments (10+ units), employment centers with over 50 employees, schools, park and ride lots, recreational areas, mass transit centers, bus stops, movie theaters, provide design guidelines for safe and secure bicycle parking and promote bicycle access for special events.

C 3.6 - Work with schools and UCSC to develop a program to improve their biking potential through the development of bike lanes. secure and covered bike parking, and the provision for bikes on buses and shuttles.

MASS TRANSIT

C 4.1.1 - Develop level of service standards for mass transit, including but not limited to criteria for farebox cost, recovery, frequency, proximity to workplace and residence and loading factor.

C 4.1.6 - Examine the feasibility of developing bus pre-emption of traffic signals and/or dedicated travel lanes.

C 4.4.5 - Analyze the costs and benefits of replacing portions of beach area parking with expanded parking and shuttle services at the County building, Downtown, South of Laurel and the Harvey West/Sashmill Area.

ROAD SYSTEM

C 5.3.1 - Analyze baseline projects every five years and make additions to this list in conjunction with findings from deficiency plans created as a result of policy 5.2 and consistent with policy L 5.4 and C 5.4.1.

C 5.7 - Maintain and expand the list of specifically designated truck routes and also regulate docking location and permitted hours for driving and parking to minimize the impact of commercial trucks on neighborhood and environmental quality and also commercial traffic.

C 5.8.1.2 - Develop arterial and collector street carrying capacity goals and provide appropriate signs along arterial and collector routes to keep traffic out of residential neighborhoods.

C 5.8.3 - Examine existing road standards and, if feasible, modify them to reduce the percentage of land paved over for roadways.

TRANSPORTATION SYSTEMS MANAGEMENT

C 6.1 - By September 1993, enact a Trip Reduction Ordinance that requires future developments and existing employers to implement TSM programs to reduce single-occupancy automobile trips during peak periods.

C 6.1.1 - Set a good example by playing a proactive role in encouraging the use of alternative transportation among City employees to, from and during work, fully meeting or exceeding trip reduction ordinance standards.

C 6.1.7 - Identify business areas throughout the City where the majority of businesses have 10 or fewer employees and foster the development of group Trip Reduction programs.

C 6.2 - Develop a program to encourage visitor-serving developments such as hotels to have bicycles and shuttle programs available for patron use.

C 6.3 - Work with the SCCRTC and TMA to develop an aggressive program of increasing ridesharing awareness and services to employees and residents in the City.

C 6.4.1 - Work to develop region-wide parking management and minimum parking fee standards at all major destination areas in the region.

C 6.4.3 - Develop residential parking zones for neighborhoods adversely affected by parking demands from adjacent land uses such as the Westside neighborhood near UCSC and the Downtown neighborhood.

C 6.4.4 - Consider earmarking all parking fees and fines for parking management programs, TSM measures, and transit, pedestrian and bike system improvements.

C 6.4.6 - Consider reduction in parking requirements for employers, developments and major destination centers, implementing effective alternative transportation programs.

C 6.6 - Strive to eliminate subsidies of the automobile by investigating the possibilities of congestion pricing, time of day parking surcharges, increased registration fees, and developing a local gasoline tax.

C 6.7.1 - Implement a peak-period on-street parking restriction program to accommodate traffic volumes in congested corridors at peak times.

HOUSING SITES AND OPPORTUNITIES

H 1.3.1.2 - Adopt the Beach Flats Housing Improvement Strategy contained within the Draft Beach Flats Specific Plan by Spring of 1993, to enhance the feasibility of redevelopment of underutilized and substandard residential sites.

H 1.3.1.3 - Develop incentives for mixed-income and market-rate housing in pedestrian and transit-responsive developments within the Central core area; such as reduction or elimination of parking requirements, increased density allowances, and use of redevelopment resources.

H 1.4 - Establish a procedure for development review staff to use the Vacant and Underutilized Residential Land Inventory as an application review tool, in conjunction with applicable Specific Plans, to ensure that the number of housing units proposed for construction is consistent with the City's housing unit goals as detailed in the Inventory, Specific Plans, and resulting from policy L 2.6.4.

H 1.5.1 - Eliminate or modify the residential demolition/conversion ordinance to remove an impediment to redevelopment of underutilized and/or substandard areas. Modifications could include requiring only low income-serving units to be replaced (rather than low and moderate), or reducing the percentage replacement requirement.

H 1.5.2 - Eliminate and reduce use permit requirements for residential development in residential zoning districts.

H 1.5.3.1 - Revise Planned Development Permit provisions which currently call for a minimum of 20,000 square feet of land for any PD project, to reduce required land area to an amount that does not constrain non-traditional housing types.

H 1.5.3.2 - Allow for the development of halfplexes on corner lots as principally permitted uses.

H 1.5.3.3 - Implement zoning ordinance revisions to allow for Single Room Occupancy housing developments in commercial zoning districts, and to better define SRO development standards.

H 1.5.3.4 - Update and refine the Subdivision Ordinance, ensuring that it is compatible and consistent with the Zoning Ordinance, and allows for development of alternative housing types.

H 1.5.4 - Analyze the methodology used to establish inclusionary unit rental and sales prices; implement modifications as necessary to ensure consistency of definition with common Federal and State definitions, to establish equitable prices, and to remove potential barriers to the production of housing units.

H 1.7.1 - By mid-1993, revise density bonus provisions to achieve conformance with State law.

H 1.7.2 - Revise Planned Development Permit Ordinance to remove link between density bonus and planned development permit, so that density bonus projects are not required to provide a greater than usual amount of open space.

H 1.7.3 - Analyze the potential for allowing increased density fpr residential units in mixed use projects, using the example of the HD-O District; and study and implement appropriate development

standards for residential units in mixed use projects, especially for parking and open space standards.

H 1.9.2 - Review the existing development review fee structure to determine if the current fee structure is appropriate. Recommend changes if the existing fee structure is found to be unequitable and/or is constraining the development of multiple family rental units within the City.

H 1.9.3 - Analyze the desirability of implementing an illegal unit amnesty program by December 1993, whereby existing illegal accessory units are reviewed through the permit approval process, brought up to code, and made legal, in order to preserve the existing housing stock. Consider some percentage reduction in fees to induce owners to legalize within the amnesty period; and subsequent enforcement and double fees after expiration of the amnesty period.

H 1.9.4.1 - Establish an ordinance codifying the City's fee waiver policy for affordable housing units. Provide for waivers of water and sewer connection fees at a minimum and possibly other fees. Ensure that all types of affordable units qualify for fee waivers, including those developed under inclusionary and density bonus provisions.

H 1.9.4.3 - Analyze the methodology used to determine water and sewer connection fees; consider implementing a revenue-neutral methodology based on a square footage rather than per unit basis, if it is determined that a per unit fee provides a disincentive to the production of small rental units rather then larger single-family units.

SPECIAL HOUSING NEEDS

H 2.2.1 - Initiate an educational program designed to inform disabled persons about fair housing laws, how to establish tenancy, and tenants rights and responsibilities; and designed to inform landlords about tenants rights, fair housing laws, common income sources of diabled persons, facts regarding perceived liability issues, and optimal methods of advertising vacancies and avoiding discriminatory practices.

H 2.2.2 - By 1993, revise the Zoning Ordinance to require adaptable housing unit construction for persons with physical disabilities and indicated the percentage of multi-family ground-floor units to be adaptable and accessible.

H 2.2.3 - Survey all multi-family complexes to develop an inventory of physical disability equipped units by 1993, and work with organizations representing the disabled to institute and matching services and ensure that a well-publicized waiting list of residents in need of physical diability equipped units, but currently not residing in one, is created.

H 2.6 - In cooperation with the County of Santa Cruz Human Services Agency, develop a housing policy by 1994, and also evaluate and make recommendations regarding funding options, appropriate design and land use standards, and provision of support services and transitional housing options for the mentally disabled. Consider modification of development standards such as permitting higher densities, reducing parking requirements, and requiring special design features.

AFFORDABLE HOUSING

H 3.1.1 - Study the potential of agency assistance to the development of mixed use projects, and artist' live work space.

H 3.3 - By 1993, evaluate and, if necessary, amend the inclusionary housing ordinance to produce a greater percentage of affordable housing opportunities for moderate-, low- and very low income households.

H 3.4 - Allow for density bonuses of up to 25% to encourage the construction of housing units for low- and very low-income households.

H 3.4.1 - Initiate work with the Housing Advisory Committee and Planning Commission to designate areas to implement zoning changes for special density allowances.

H 3.5 - Amend the Accessory Dwelling Unit Ordinance to remove restrictions impeding the development of more accessory dwelling units, and develop an assistance program for design and permit procedures and to disseminate public information regarding accessory units.

H 3.8 - Develop a "Move In" type of Rental Deposit Loan Program allowing low-income households (inclusing homeless persons making the transition to a rental situation) to borrow money required as deposits to secure rental housing.

H 3.10 - Consider exacting fees or in-kind construction on a sliding scale based on square footage from above-moderate income housing construction to assist in providing subsidies for affordable housing that cannot be met by governmental and non-profit sources.

CONSERVATION AND REHABILITATION OF HOUSING

H 4.1.1 - Assist efforts to retrofit units with inadequate foundations and other seismic deficicies. Implement the FEMA-funded Foundation Retrofit Program so that units with inadequate foundations are eligible for rehabilitation grants.

H 4.2.4 - By 1995, analyze the feasibility of a program to conserve existing low income units by assisting with the purchases of these units by non-profit groups.

H 4.5 - Consider a pre-sale inspection program or some similar program whereby units are inspected for compliance with applicable building codes prior to sale or occupancy, in order to promote greater efforts to rehabilitate and conserve the City's existing housing stock.

NON-TRADITIONAL AND ENERGY-CONSERVING HOUSING

H 5.1 - Develop cohousing guidelines and identify suitable sites for project development. Encourage provision of affordable housing opportunities for single parent families, with supportive day care and other services provided in common.

ECONOMIC PRINCIPLES

ED 1.1.2 - Identify market segments and locations where opportunities for change can occur and develop incentives to enhance and revitalize these areas to their full potential.

ED 1.3.1 - Provide assistance to small businesses in processing City permit applications and evaluate the effects of City regulations in terms of time and financial feasibility.

ED 1.3.2.1 - Work to establish business "incubator" facilities to help business associations and small start-up enterprises by providing office space, secretarial, accounting, and other services.

ED 1.3.2.2 - Analyze the feasibility of developing a City small business loan program and also continue marketing existing financial assistance programs such as Revolving Loan Fund, CDBG funds, or Small Business Administration (SBA) loans.

ED 1.3.3 - Amend the Zoning Ordinance to encourage home occupations and home-based work while ensuring neighborhood quality.

ED 1.6.2 - Develop a program to identify business inputs (goods and services) purchased outside the County and match businesses that are not buying locally with those businesses that can provide those goods/services locally.

ED 1.7.1 - Develop an Economic Development and Investment Strategy to seek economic development projects for Santa Cruz and recommend incentives and methods for realizing those projects.

RETAIL TRADE AND COMMERCIAL SERVICES

ED 2.1 - Identify unmet retail and service needs of City residents and encourage the development of these services in a manner that is balanced with specialty retail needs.

ED 2.2 - Identify market niches appropriate and unique to Santa Cruz (such as specialty items and services, services related to tourists and UCSC, and holistic health services), and encourage uses that enhance and build upon them.

ED 2.3.1 - Inventory vacant commercially-zoned or potentially redevelopable parcels fronting on major arterial roads and identify areas where commercial nodes would be appropriate.

ED 2.3.2 - Develop design guidelines for clustered, nodal commercial development that would include providing incentives for second floor housing; locating nodes along transit routes and centered at traffic light intersections to allow for safe pedestrian/bicycle access to both sides of the street; requiring nodes to be generally no more than one block in any direction; developing design criteria that demarks each node individually and promoting a village atmosphere.

INDUSTRY

ED 3.5.1 - Re-evaluate the industrial area landscaping requirement to allow credit for employee recreation, children's spaces and other outdoor service spaces and also evaluate increasing the City's maximum lot-coverage requirement to 85% or 90%.

ED 3.6 - Provide for increased employment density in the Santa Cruz industrial areas by increasing the allowable density of new industrial development where appropriate.

DOWNTOWN REVITALIZATION

ED 4.9 - Annually review the City's promotion tax and information programs to ensure the adequacy of promotion for the Downtown.

ED 4.10 - Review the Downtown Recovery Plan every two years to evaluate the advancement of its goals and maintain it as an up-to-date guide for Downtown development.

TOURISM

ED 5.1 - Define the City's visitor target market and work to develop a comprehensive tourism management and promotion program, while monitoring the negative effects of tourism and making necessary improvements to ensure City-wide benefit and maintain the quality of life.

ED 5.2.3 - Assess the impacts of an over-supply of inferior hotel/motel rooms and develop incentives to encourage owners to upgrade existing hotel/motel facilities while also ensuring the retention of moderately-priced accommodations.

ED 5.2.5 - Assess and balance the costs and benefits in the requirements for housing replacement relative to hotel development feasibility and modify replacement requirements as necessary.

ED 5.2.6 - Evaluate the contribution a conference center or assembly space would make in attracting visitors and also consider the opportunity of linking this facility to a performing arts facility.

ED 5.2.7 - Analyze the desirability of requiring hotel development to be concentrated in certain areas of the City rather than being dispersed throughout.

ED 5.5.3 - Identify ways to enhance and promote the identity of existing and potential visitor areas in the City such as Downtown, Beach Area, San Lorenzo River, Yacht Harbor, UCSC, West Cliff and East Cliff Drive and the Wharf.

CITY GOVERNMENT

CF 1.1.1 - Develop new forums, such as town hall meetings, to discuss controversial City issues in advance of formal public hearings.

CF 1.1.4 - Explore the feasibility of having workshops and public meetings video taped and placing tapes on loan at the Clerk's office or library.

CF 1.1.5 - Develop and maintain information centers at the City library and City departments that include plans, agendas, staff reports, conservation programs, EIR's, minutes from public hearings and advisory committee meetings and other information for public viewing and comment.

CF 1.1.6 - Work with community groups to create a center for community organizations in order to build constructive inter-relationships between individuals, groups, organizations and City government by providing opportunities to come together in cooperative and synergistic ways, to facilitate networking and, lastly to gather and disseminate information about local and global issues.

CF 1.1.6.1 - Examine the feasibility of developing a community "earth room" displaying the City's community vision and relationship to the global community and issues including our Sister Cities.

CF 1.9 - Inform applicants of permit requirements and coordinate permit and environmental review processes by developing permit and environmental review matrices detailing City and non-City permit procedures and agencies and their authorities.

CHILDREN, YOUTH AND FAMILIES

CF 3.1.1 - Work with County, cities and other human resource agencies to prepare a biennial "State of Children, Youth and Families" report to raise public awareness of problems facing them.

CF 3.5.1 - Develop a mechanism to obtain and preserve planned child-care sites.

CF 3.5.3 - Investigate the feasibility of developing incentives to encourage employer-provided child-care programs within the City.

CF 3.5.4 - Investigate the feasibility of developing a child-care and after school facility and services on the east-side of the City, and within the Beach/Lower Ocean Street Target Area.

CF 3.5.5 - Review development proposals with respect to their impcat on child care and investigate the feasibility of requiring proposed developments to mitigate their impact on the need for child care facilities and services.

WATER SUPPLY, CONSERVATION, QUALITY AND DISTRIBUTION

CF 6.1.2 - Implement a Residential Water Audit Program, targeting large (top 10-20%) water users in single-family and multi-family (master metered) residences.

CF 6.1.3 - Implement a program providing customers with conservation items such as toilet displacement bags, leak detection tabs, water conservation literature, and meter reading instructions.

CF 6.1.4 - Develop and implement a system-wide program for conversion of existing toilets to Ultra Low Flush (ULF) models; analyze how best to apply the savings realized from such conservation; and investigate other options and incentives for retrofitting other old water-inefficient fixtures.

CF 6.1.6 - Develop and adopt a landscape water conservation ordinance in comliance with AB-325 (based on the State model to set guidelines and standards for new landscaping) that emphasizes xeriscaping, climate-appropriate landscape design and other water-conserving landscaping practices.

CF 6.1.7 - Conduct a landscape irrigation audit program and target large water consumers in order to reduce consumption, including but not limited to large turf customers, large commercial and industrial customers, and property management firms (including firms that manage master-metered residential properties).

CF 6.1.8 - Conduct a commercial water audit program targeting large (over 200 CCF per billing period) commercial customers and amend the Drought Ordinance requirements for business water surveys into on-going review of large customer water use (including site visits, leak detection and monitoring, possible additions to the 1989 Retrofit Ordinance).

CF 6.1.12 - Develop a program to provide recognition of exemplary business and residential water conservation efforts.

CF 6.1.13 - Review, and if necessary revise, water rates to encourage conservation.

CF 6.2 - Analyze the environmental, fiscal and lifestyle costs and benefits of increasing the available supply of water compared with implementing stricter conservation and rationing measures to meet the water needs of City residents.

CF 6.3.5 - Investigate the development of a capacity charge which is proportional to expected new demand.

CF 6.5.1 - Work with UCSC to develop a master plan for upgrades to University water pumping and storage facilities.

WASTEWATER TREATMENT

CF 7.3.1 - Develop and implement wastewater reclamation activities (including the encouragement of private on-site wastewater reclamation) for irrigation and other uses to help conserve the City's water supply.

CF 7.3.2 - Investigate the environmental feasibility and advantages of composting sewage sludge at the municipal landfill or other location.

SOLID WASTE DISPOSAL AND RECYCLING

CF 8.2.1.2 - Biennially, review wastestream reduction goals to examine the feasibility of increasing them.

CF 8.2.2.1 - Investigate the use of a variable refuse rate giving all waste generators an economic incentive to reduce waste by fully rewarding by reduced rates those who recycle and dispose less.

CF 8.2.2.2 - Study the feasibility of a local deposit, disposal tax, tax credit, and/or prohibitions to promote products that are reusable, recyclable, or biodegradable.

CF 8.2.2.3 - Examine the desirability of stricter enforcement of litter laws with penalties such as community service on litter cleanup and recycling crews.

CF 8.2.7 - Revise the City purchasing policy to maximize the purchase of recycled products and reduce the use of disposable items, including paper, oil, tires, paint and other materials.

CF 8.2.8.1 - In coordination with a strong marketing program, investigate buyback opportunities as markets develop for recyclables at the City's landfill recycling center.

CF 8.2.9 - Develop guidelines and programs for composting organic materials at the landfill, community gardens, and individual homes.

CF 8.2.10 - Develop a program for reuse of clean fill (rock and dirt), including a central storage area and a crusher to convert concrete slab waste into aggregate. The facility should accept fill from the public and industry and be a source for users of fill materials.

CF 8.2.11 - Develop requirements for new developments to design service areas in ways that encourage recycling.

CF 8.3.3 - Revise the landfill permit to reflect changes in conditions since the original plan was developed in 1979.

STORM DRAINAGE

CF 9.2 - Explore alternatives for capital improvement financing of storm drainage facilities including sources suggested by the Captial Improvement Task Force in its June 1987 report.

CF 9.7 - Work with the County and the City of Scotts Valley to develop a program to mitigate the increased runoff from developments upstream affecting Branciforte and Carbonera Creeks.

PARKS AND RECREATIONAL LANDS

PR 1.2.1 - Recognizing that 3 acres is a desirable neighborhood parks size, evaluate all lands, regardless of size for their potential development as small parks, community gardens or landscaped lots.

PR 1.2.1.1 - For smaller parks, develop design guidelines to ensure a quality park space that fits the needs of the surrounding neighborhood.

PR 1.2.2 - Monitor population growth within the City and adjust neighborhood and community park needs accordingly.

PR 1.2.3 - Review, update and, if possible, expand recreational joint usage agreements with the Santa Cruz City School District, private schools and UCSC, and also examine the feasibility of making private parks and recreational areas available for public use.

PR 1.2.8.1 - Investigate the possiblity of developing joint use agreements with Gateway school.

PR 1.2.12 - Pursue a joint use agreement with Holy Cross Church for use of recreational facilities.

PR 1.2.14 - Convert the Carmelita Cottages into a hostel (while maintaining the historic attributes of the Cottages and landscaping) to provide lower-cost visitor accommodations and maintain a long-term lease with the Hostel Society to continue operation of the hostel.

PR 1.2.16 - Analyze the feasibility of developing park land in the Ocean Street Extension area.

PR 1.2.25 - Identify potential sites for providing community park facilities on the west side of Santa Cruz.

PR 1.2.26 - Expand joint-use agreements with UCSC for use of soccer fields, the swimming pool, basketball, gymnasiums, and volleyball courts.

PR 1.3.1 - Prepare a program to expand community gardens throughout the City.

PR 1.5.1 - Review and update the regional park joint usage agreements with the County of Santa Cruz.

PR 1.8.3 - Consider development of a coast recovery program to mitigate the impacts of nonresidential uses, such as tourism, and commercial and industrial development, on park lands and recreational facilities.

PR 1.8.4 - Review and update park dedication requirements and in-lieu fees every five years to reflect existing needs and the cost of providing parks lands and recreational facilities.

PR 1.9.4 - Phase out the use of synthetic pesticides, herbicides and fungicides by 1997 and minimize the use of disposables and toxic cleaning agents for maintenance activities.

PR 1.10 - Analyze existing parks, beaches and other recreational areas and develop a program to remodel parks and improve access to them to fit the needs of the neighborhood they serve and ensure they are accessible to the elderly and people with disabilities.

PR 1.11 - Develop a list of parks and recreational lands where concessions are appropriate and consider the expansion of concessions in order to help fund maintenance activities.

PR 1.12 - Investigate the feasibility of maximizing the use of volunteers/docents, implementing an adopt-a-park program assessment district or maintenance impact fee for maintenance of recreational lands and facilities.

RECREATIONAL FACILITIES

PR 2.1 - Beginning in 1997, re-evaluate recreational facility needs every five years by monitoring population growth, demographic and recreational trends, facility usage, expected life-span, neighborhood and community needs surveys, and recreational facility standards.

PR 2.2 - Inventory all recreational facilities, equipment and fixtures, assign an anticipated life span and prioritize replacement of recreational equipment and fixtures to make them accessible to people with disabilities and when their lifetime has expired.

PR 2.4 - Investigate sites and existing structures for the development of an additional community center.

PR 2.7 - Consider the development of playing fields on a portion of Lighthouse Field.

PR 2.10 - Develop a joint use agreement with the County Parks Department for use of the proposed pool in Live Oak.

RECREATIONAL PROGRAMS AND CULTURAL FESTIVITIES

PR 3.1 - Conduct a community wide survey every five years to analyze the interests and needs of the community in terms of recreational programs and revise recreational programs to fit them.

PR 3.6.2 - Support and expand projects and exchanges with other communities through the Sister Cities Program.

PR 3.6.3 - Work to bring the Beach St. revival back to Beach St.

RECREATIONAL CORRIDORS

PR 4.2.3 - Develop strategies to acquire necessary land for the development of trails.

HISTORIC AND ARCHITECTURAL RESOURCES

CR 2.1.3 - Identify and designated structures or sites that are landmarks or historic buildings with historic, architectural and/or archaeological significance and worthy of preservation, and update the Historic Building Survey and Landmark designations.

CR 2.1.3.1 - Encourage and assist property owners to submit applications to qualify appropriate properties and buildings for the National Register of Historic Places and/or the State Landmark Program.

CR 2.2.3 - Establish additional historic districts in areas containing clusters of historic buildings, including but not limited to the Ocean View Avenue, Seabright, Beach Hill and South-of-Laurel neighborhood.

CR 2.3.4 - Develop design review guidelines for historic landmarks, districts and sites and incorporate these guidelines into the City's Design Review Manual. (See policy CD 3.1)

CR 2.4.3 - Preserve the City's public records of historic value, establish a records management program, and develop an ongoing public display area and interpretive program for them.

MUSEUMS

CR 3.2 - Evaluate the feasibility an desirability of developing a natural history museum on Pogonip.

VISUAL AND PERFORMING ARTS

CR 4.1.2 - Evaluate the establishment of a "percent for art" program whereby significant new construction and remodeling projects contribute to public art.

CR 4.1.3 - Encourage the placement of murals throughout the community and develop regulations that view murals as art, and not signs.

CR 4.2.1 - Re-evaluate the desirability of fully renovating the Civic Auditorium into a performing arts facility.

CR 4.2.2 - Evaluate the feasibility of developing the Del Mar Theater and surrounding area into a community performing art village including a performing arts facility and residential housing.

CR 4.2.3 - Identify public funding sources for the renovation or development of a performing arts center.

CR 4.6 - Revise zoning regulations to encourage the development of artist studios and artist work/live facilities.

SEISMIC HAZARDS

S 2.4 - Develop a requirement for earthquake retrofit in connection with repair or alteration work on all types of structures and use the City's Rehabilitation Program to manage such programs, if appropriate.

S 2.6 - Examine the feasibility of developing an automatic gas shutoff ordinance for buildings within the City to reduce fire hazards related to seismic shaking.

FLOODING HAZARDS

S 3.2.1 - Institute a flood warning system for developed areas in floodplains, tsunami inundation areas and affected by Bay Street reservoir and Newell Creek dam failure.

S 3.5 - Review the City's land use plan and consider developing a contingency plan to address possible changes for development in low-lying areas that may be flooded by an increase in sea levels and storm violence due to global warming.

POLICE SERVICES

S 5.1.2 - Evaluate implementation of a police service impact fee for new development to contribute to expanded service needs generated by it.

S 5.1.4 - Identify means of measuring citizen satisfaction with police services and develop a process for handling complaints and inquiries and improving service.

S 5.3.1 - Develop daily direct contact between citizens and police officers by assignment of police beats to ensure the development of mutual trust, decentralized and personalized service.

S 5.5.3 - Work with the planning department to develop site and building design guidelines that create defensible space in residential, industrial, commercial and recreational areas and incorporate these into the City's design review manual. (See policy CD 3.1)

S 5.5.4 - Identify geographical areas or population groupds experiencing noticeable crime victimization and improve crime prevention efforts by committing necessary available resources to these areas or groups.

S 5.6.2 - Evaluate the potential for a Police Athletic League to allow further police/juvenile interaction and also promote the development of neighborhood recreation and after-school activities to offer a positive action alternative to children.

HAZARDOUS MATERIALS

S 6.1.2.4 - Develop a program for recycling household batteries.

S 6.1.3.1 - Review and, if necessary, update procedures for land uses that handle, store, or transport lead, mercury, vinyl chloride, benezene, asbestos, beryllium, or other hazardous materials.

S 6.3 - Establish guidelines for hours, methods, routes, and amounts of hazardous waste being transported through the City.

S 6.5 - Phase out synthetic fertilizers, household hazardous wastes, toxic cleaning agents, herbicide and pesticide sales and use in City maintenance activities by 1995. Work to phase out the use of these materials by residences, businesses, agriculture, and community gardens by 2000 to protect environmental quality.

S 6.5.3 - Work with Environmental Health and other agencies to establish an educational outreach program for businesses and residents regarding the safe use, recycling and disposal of toxic materials, reducing the use of hazardous household wastes, and acceptable substitutes for these substances.

3. Potential Funding

The City uses a variety of methods to finance the facilities and services needed to implement the General Plan. To an extent, the City can control the timing, type, and quality of development by exercising its authority to finance and construct public facilities. There are four principal funding sources for the City: taxes, exactions, fees, and assessments. In addition to these sources, the State and Federal agencies provide a range of grants and loans the City can use to finance the implementation of its General Plan.

4. Implementing Agencies and Timelines

Responsibility for implementation of General Plan projects and plans within each of the respective elements generally falls under the responsibility of specific City departments. See Table IMP-1 for a list of these responsibilities.

However, in many instances interdepartmental as well as inter-jurisdictional cooperation will be required. The implementation matrices that follow delineate the City departments, commissions as well as local and regional agencies that should be involved in the implementation of General Plan policies and programs. The matrices also specify a timeline for the implementation of certain policies and programs.

The City departments and commissions responsible for implementation are defined in the matrices as follows:

CC = City Council/City Manager; C = City Clerk; FR = Fire Department; M = Museum; PL = Planning/Building/Housing Rehab Department; PO = Police Department; PR = Parks & Recreation Department; PW = Public Works Department; R = Redevelopment Agency; W = Water Department;

AC = Arts Commission; ACC = Accessibility Commission; CPC = City Planning Commission; DC = Downtown Commission; EAC = Energy Advisory Commission; HAC = Housing Advisory Committee; HPC = Historic Preservation Commission; PRC = Parks and Recreation Commission; PWC = Public Works Commission; RRC = River Restoration Commission; TC = Transportation Commission; WC = Water Commission

Local and Regional Agencies involved in implementation are defined in the matrices as follows:

Army Corp = U.S. Army Corp of Engineers; CCC = California Coastal Commission; CDF = California Department of Forestry; CDPR = California Department of Parks and Recreation; CDRC = Child Development Resource Center; Chamber = Santa Cruz Area Chamber of Commerce; County = County of Santa Cruz; CVC = Santa Cruz Conference and Visitors Council; Environmental Health = County Environmental Health Agency; LHA = Local Housing Authority; LIB = City/County Library; MBUAPCD = Monterey Air Pollution Control Board; Pac Bell = Pacific Bell; PG & E = Pacific Gas & Electric; Port District = Santa Cruz Yacht Harbor; RWQCB = Regional Water Quality Control Board; SCCC = Santa Cruz Cultural Council; SCMTD = Santa Cruz Metropolitan Transit District; SCCRTC = Santa Cruz Regional Transportation Commission; SD = Santa Cruz City Schools; SOS = Save OUr Shores; TMA = Transportation Management Association; UCSC = University of California at Santa Cruz

Table IMP-1

Principal Departmental Responsibilities

General Plan Elements	Responsible Departments
Environmental Quality	Planning
Community Design	Planning
Land Use	Planning, Redevelopment
Circulation	Public Works, Planning
Housing	Planning, Redevelopment
Economic Development	Redevelopment, Planning
Community Facilities and Services	Public Works, Water, Library
Parks and Recreation	Parks and Recreation, Planning
Cultural Resources	Planning, Parks and Recreation
Safety	Planning, Fire, Police
Area and Specific Plans	Planning
Local Coastal Program	Planning

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
Air Quality												
1	1.1	1.1.1		*		*					CPC	MBUAPCD
		1.1.2				*						
		1.1.3				*						
		1.1.4		*		*					CPC	
	1.2	1.2.1				*						MBUAPCD
	1.3			*								County, MBUAPCD
	1.4			*								
	1.5			*		*	*					
	1.6			*		*		*				MBUAPCD, SCCRTC
	1.7	1.7.1		*								
		1.7.2	1.7.2.1	*								
			1.7.2.2					*				
			1.7.2.3					*				
		1.7.3			*							
	1.8			*								
Water Quality												
2	2.1	2.1.1		*				*				
		2.1.2			*			*				County
	2.2	2.2.1		*						*		County
		2.2.2								*		
		2.2.3		*						*		
	2.3	2.3.1	2.3.1.1					*				
			2.3.1.2					*				
			2.3.1.3					*				
			2.3.1.4					*				
			2.3.1.5					*				
			2.3.1.6					*				
			2.3.1.7					*				

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
			2.3.1.8					*				
		2.3.2				*						
		2.3.3						*				
	2.4									*		
	2.5									*		
	2.6	2.6.1			*			*				County
		2.6.2				*		*				RWQCB
	2.7									*		
Soils												
3	3.1	3.1.1				*						
		3.1.2				*		*				
		3.1.3				*		*				
		3.1.4				*		*				County
		3.1.5				*		*				
	3.2	3.2.1		*		*						
		3.2.2		*		*						
		3.2.3		*		*						
		3.2.4		*		*						
	3.3					*		*				CDPR
	3.4	3.4.1				*						
		3.4.2				*						
Biotic Resources												
4	4.1	4.1.1		*								UCSC
		4.1.2		*		*		*				CDPR
		4.1.3		*		*	*	*				CCC
		4.1.4				*						CDPR
		4.1.5		*		*		*				
		4.1.6		*				*				
	4.2	4.2.1		*		*						
		4.2.2	4.2.2.1			*						
			4.2.2.2			*		*				

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
			4.2.2.3			*						
		4.2.3				*		*				
		4.2.4				*	*					
		4.2.5				*		*				
		4.2.6		*		*		*				
		4.2.7		*		*		*				
	4.3			*		*						
	4.4			*		*						
	4.5	4.5.1				*						
		4.5.2				*						
		4.5.3	4.5.3.1			*						
			4.5.3.2			*						
			4.5.3.3	*			*					
			4.5.3.4			*	*					
		4.5.4						*				CDPR
	4.6			*		*	*					
	4.7					*		*				
	4.8			*		*	*					
Energy												
5	5.1	5.1.1		*								
	5.2	5.2.1		*							EAC	SD
		5.2.2		*								UCSC
		5.2.3	5.2.3.1	*		*					EAC	PG&E
		5.2.4		*							EAC	
		5.2.5		*							EAC	
	5.3	5.3.1		*		*						
		5.3.2		*		*					EAC	
		5.3.3		*		*						
		5.3.4		*		*						
		5.3.5				*						
	5.4	5.4.1		*		*					EAC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
	5.5			*		*			*			
	5.6	5.6.1		*							EAC	
		5.6.2		*							EAC	
	5.7			*		*		*				
Noise												
6	6.1	6.1.1				*						
		6.1.2				*						
	6.2	6.2.1				*						
		6.2.2				*						
		6.2.3				*						
	6.3					*		*				
	6.4							*				
	6.5			*		*						
	6.6			*		*						
	6.7					*						

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
Urban Form												
1	1.1	1.1.1		*		*					CPC	
		1.1.2				*						
	1.2	1.2.1		*		*						
		1.2.2		*		*						
		1.2.3		*		*						
	1.3	1.3.1	1.3.1.1	*								CDPR
			1.3.1.2	*								CO
		1.3.2		*		*					CPC	
		1.3.3		*		*		*				CDPR
		1.3.4		*		*						UCSC
	1.4			*		*					CPC	
Natural Setting and Scenic Resources												
2	2.1	2.1.1		*		*					CPC	
		2.1.2				*						
		2.1.3		*		*		*	*			
		2.1.4		*		*					RRC	
		2.1.5		*		*						
	2.2	2.2.1				*					CPC	
		2.2.2				*						
Unique Character and Scale of the Built Environment												
3	3.1					1994						
	3.2	3.2.1		*		*						
	3.3			*		*						UCSC
	3.4			*		*					CPC	
	3.5	3.5.1		*		*			*		HPC	
		3.5.2		*		*						
		3.5.3		*		*					HPC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
		3.5.4		*		*					CPC, HPC	
	3.6	3.6.1				*					CPC	
		3.6.2				*					CPC	
	3.7					*					CPC	
	3.8			*		*		*			AC	
Neighborhood Quality												
4	4.1			*		*		*	*		CPC	
	4.2					*						
	4.3					*						
	4.4	4.4.1		*		*					HAC	
	4.5	4.5.1				*			*			
	4.6					*			*			
	4.7					*			*			
	4.8	4.8.1		*		*						
		4.8.2		*		*						
	4.9			*		*		*				
Imageable Paths and Entrances												
5	5.1	5.1.1				*					CPC	
		5.1.2				*					CPC	
		5.1.3		*		*			*			pg&e, TCI
	5.2	5.2.1		*		*			*	*		
		5.2.2		*		*			*	*		
		5.2.3		*		*			*			
		5.2.4		*		*			*	*		
	5.3					*			*			
	5.4	5.4.1				*						
	5.5			*		*		*				
Landscaping												
6	6.1	6.1.1				*		*				
		6.1.2		*		*		*				

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
		6.1.3				*						
		6.1.4				*		*				
	6.2	6.2.1						*				
		6.2.2						*				
		6.2.3		*				*				
		6.2.4		*				*				
		6.2.5		*		*		*				
		6.2.6				*		*				

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
Balanced Community												
1	1.1	1.1.1		*		*					CPC	
		1.1.2		*		*					CPC, HAC	
		1.1.3		*					*		CPC, HAC	
		1.1.4		*		*					CPC, HAC	
	1.2			*		*		*				County
	1.3			*								
	1.4			*	*	*	*	*				
	1.5			*		*					CPC. HAC	
	1.6			*		*					CPC	
	1.7	1.7.1		*		*				*	CPC	
		1.7.2		*								
	1.8			*		*						
	1.9			*		*					CPC, HAC	
Residential, Commercial and Industrial Lands												
2	2.1	2.1.1		*		*					CPC	
		2.1.2		*		*					CPC	
	2.2	2.2.1		*		*					CPC	
		2.2.2		*		*					CPC	
		2.2.3		*		*					CPC	
		2.2.4		*		*					CPC	
		2.2.5		*		*					CPC	
		2.2.6		*		*					CPC	
		2.2.7				*					CPC	
		2.2.8				*					CPC	
		2.2.9	2.2.9.1	*		*			*		CPC	
	2.3			*		*					CPC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
	2.4	2.4.1				*					CPC	
		2.4.2				*					CPC	
		2.4.3				*					CPC	
		2.4.4				*					CPC	
		2.4.5				*					CPC	
	2.5			*		*					CPC	
	2.6	2.6.1				*					CPC, HAC	
		2.6.2		*		*					CPC, HAC	
		2.6.3	2.6.3.1	*		*					CPC, HAC	
			2.6.3.2	*		*			*		CPC, HAC	
		2.6.4	2.6.4.1	*		*					CPC	
			2.6.4.2	*		*					CPC	
			2.6.4.3	*		*					CPC	
		2.6.5		*		*		*	*			
		2.6.6				*			*		CPC	
		2.6.7		*		*					CPC, HAC	
	2.7	2.7.1				*			*			
		2.7.2		*		*			*			
		2.7.3	2.7.3.1	*		*					CPC	
			2.7.3.2	*		*			*		CPC	
			2.7.3.3	*		*			*		CPC	
		2.7.4		*		*			*		CPC	
	2.8	2.8.1	2.8.1.1	*		*			*		CPC	
			2.8.1.2			*						
		2.8.2		*		*			*			
	2.9	2.9.1		*		*			*		CPC	
Open Space Lands												
3	3.1	3.1.1		*								

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
		3.1.2		*		*	*					
		3.1.3	3.1.3.1	*		*						County
		3.1.4		*		*						
	3.2			*		*						
	3.3	3.3.1		*		*					CPC	
		3.3.2		*		*					CPC	
		3.3.3		*		*					CPC	
		3.3.4		*		*					CPC	
	3.4	3.4.1					*					
		3.4.2					*					
		3.4.3					*					
		3.4.4				*	*					Land Trust
		3.4.5				*		*				
		3.4.6				*	*	*				
		3.4.7				*	*					
		3.4.8				*						UCSC
		3.4.9				*	*					CDPR
		3.4.10				*	*	*				
		3.4.11				*	*	*				
		3.4.12				*	*	*				
	3.5	3.5.1		*		*	*				CPC	
		3.5.2		*		*					CPC	
		3.5.3		*		*		*			CPC, PWC	
		3.5.4		*		*	*				CPC	
		3.5.5				*	*	*			CPC, PRC	
	3.6	3.6.1		*		*	*				CPC, PRC	
	3.7	3.7.1		*								County, SOS
		3.7.2		*								
		3.7.3			*	*						

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
Concurrency												
4	4.1	4.1.1		*				*				
		4.1.2						*				
		4.1.3		*		*		*		*		UCSC
		4.1.4			*	*		*				
		4.1.5	4.1.5.1	*				*			PWC	
		4.1.6				*		*				
		4.1.7		*	*	*		*		*	PWC, CPC	
	4.2	4.2.1				*		*				
	4.3	4.3.1		*		*	*	*	*	*	CPC	
		4.3.2		*		*		*				
	4.4			*		*		*		*	CPC	
	4.5			*		*		*		*	CPC	
Land Use and Circulation												
5	5.1					*		*				
	5.2					*		*	*			SCCRTC
	5.3	5.3.1		*		*					CPC	
		5.3.2				*						
		5.3.3		*		*			*		CPC	
		5.3.4		*		*			*		CPC	
		5.3.5	5.3.5.1	*		*		*				
			5.3.5.2	*		*			*			
	5.4					*		*				
	5.5	5.5.1		*		*		*	*			
		5.5.2				*		*				
	5.6	5.6.1				*		*				
		5.6.2				*		*				
		5.6.3				*		*			CPC	
	5.7			*		*					CPC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
Circulation Planning												
1	1.1	1.1.1		*					*		TC	
		1.1.2		*		*			*			
	1.2	1.2.1		*					*		TC	scmtd
	1.3	1.3.1							*			UCSC, SCCRTC
		1.3.2							*			UCSC
		1.3.3							*			COUNTY
		1.3.4				*			*			
		1.3.5	1.3.5.1			*			*			SCCRTC, TMA
		1.3.6	1.3.6.1						*			SCCRTC
			1.3.6.2									SCCRTC
	1.4								*			
	1.5	1.5.1		*					*		TC	
		1.5.2		*		*			*			
		1.5.3		*					*			SCCRTC
		1.5.4		*					*			
		1.5.5	1.5.5.1						*			SCCRTC, COUNTY
	1.6			*		*			*			
	1.7	1.7.1		*		*			*		CPC	
		1.7.2				*			*		CPC	
		1.7.3				*			*			
	1.8	1.8.1							*			scrtc
		1.8.2							*			scrtc
		1.8.3		*		*			*			scrtc, scmtd
		1.8.4				*			*			SCCRTC
		1.8.5	1.8.5.1			*			*			MBUAPCD, TMA, SCCRTC
			1.8.5.2	*		*			*			MBUAPCD, SCCRTC
		1.8.6	1.8.6.1	*		*			*		TC	SCCRTC, TMA
			1.8.6.2				*		*		TC	SCCRTC, SD

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
			1.8.6.3	*					*		TC	SD, SCCRTC
			1.8.6.4				*		*		TC	SCCRTC, SD
Pedestrian System												
2	2.1					*						
	2.2	2.2.1				*			*		TC	
		2.2.2		*		*			*		TC	
		2.2.3				*			*		CPC	
		2.2.4		*		*			*			
		2.2.5							*			
	2.3	2.3.1		*					*		TC	
		2.3.2				*			*			
		2.3.3							*			
		2.3.4				*			*			
		2.3.5							*			
		2.3.6							*			
		2.3.7				*			*			
BIKE SYSTEM												
3	3.1	3.1.1				*			*		TC	SCCRTC
		3.1.2		*		*			*		TC	
		3.1.3		*		*			*		TC	
		3.1.4				*			*		TC	
		3.1.5		*		*			*		TC	
		3.1.6		*		*	*		*			
	3.2	3.2.1				*			*			
		3.2.2				*			*	*	CPC	
		3.2.3							*			
		3.2.4							*		TC	
		3.2.5							*			SCCRTC
	3.3			*					*			
	3.4			*					*			
	3.5	3.5.1		*		*			*			

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
	3.6					*			*			SD, UCSC
Mass Transit												
4	4.1	4.1.1		*		*			*		TC	SCMTD
		4.1.2	4.1.2.1	*		*			*		TC	SCCRTC, SCMTD
			4.1.2.2	*		*			*		TC	SCCRTC, SCMTD
		4.1.3	4.1.3.1	*		*			*		TC	SCCRTC, SCMTD
		4.1.4		*					*			SCCRTC, SCMTD
		4.1.5	4.1.5.1	*					*			SCCRTC, SCMTD
		4.1.6		*					*			SCCRTC, SCMTD
	4.2			*		*			*		CPC, TC	SCCRTC, SCMTD
	4.3			*		*			*		TC	SCCRTC
	4.4	4.4.1		*		*			*			SCCRTC
		4.4.2		*		*			*		CPC, TC	SCMTD
		4.4.3		*		*			*			SCMTD
		4.4.4		*		*			*			SCCRTC, CVC, SCMTD
		4.4.5		*		*			*			SCMTD
	4.5	4.5.1				*			*			SCMTD
		4.5.2		*		*			*		CPC, TC	SCMTD
Road System												
5	5.1	5.1.1		*		*			*		TC	
		5.1.2		*		*			*		TC	
		5.1.3		*		*			*		TC	
	5.2	5.2.1				*			*			
		5.2.2		*		*			*		TC	
		5.2.3		*		*			*		TC	
		5.2.4	5.2.4.1	*		*			*		TC, CPC	
	5.3	5.3.1		*		*			*		TC	
	5.4	5.4.1		*		*			*		TC	UCSC, SCCRTC

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
	5.5			*		*			*		CPC	SCCRTC
	5.6	5.6.1		*		*			*		CPC, TC	CVC
	5.7	5.7.1							*		TC	
	5.8	5.8.1	5.8.1.1						*		TC	
			5.8.1.2						*		TC	
		5.8.2							*		TC	
		5.8.3	5.8.3.1	*		*			*		CPC, TC	
		5.8.4				*			*		CPC, TC	
		5.8.5		*		*			*		CPC, TC	
	5.9	5.9.1							*			
		5.9.2					*		*			
		5.9.3							*			
		5.9.4							*			
		5.9.5							*			
		5.9.6				*			*			
		5.9.7		*		*			*		CPC, TC	PG&E, TCI, Pac Bell
		5.9.8				*			*			
	5.10					*			*	*		
	5.11					*			*	*		PG&E, TCI, Pac Bell
Transportation Systems Management												
6	6.1	6.1.1		*		*			*			
		6.1.2				*			*			SCCRTC, TMA
		6.1.3				*			*			SCCRTC, TMA
		6.1.4				*			*			SCCRTC, TMA
		6.1.5				*			*			SCCRTC, TMA
		6.1.6				*			*			SCCRTC, TMA
		6.1.7				*			*			

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	r	commis	agency
	6.2					*			*			CVC
	6.3					*			*			SCCRTC, TMA
	6.4	6.4.1				*			*			SCCRTC
		6.4.2	6.4.2.1						*		DC	
			6.4.2.2						*			
			6.4.2.3			*			*			
			6.4.2.4			*			*			
			6.4.2.5						*			
			6.4.2.6			*			*			
			6.4.2.7			*			*			
		6.4.3		*					*		CPC, TC	
		6.4.4		*		*			*		CPC, TC	
		6.4.5							*			
		6.4.6				*			*			
		6.4.7				*			*			
	6.5	6.5.1		*		*			*		CPC	
		6.5.2				*			*			Caltrans
		6.5.3							*			SCMTD, UCSC
	6.6			*					*		TC	
	6.7	6.7.1		*					*		TC	SCCRTC
		6.7.2							*			
		6.7.3		*					*			CALTRANS, SCCRTC
	6.8					*			*		CPC, TC	

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pw	r	w	Commissions	Agencies
Housing sites and opportunities										
1	1.1				*				CPC	
	1.2			*	*				CPC, HAC	
	1.3	1.3.1	1.3.1.1	*	*				CPC, HAC	
			1.3.1.2	1993	1993				CPC, HAC	
			1.3.1.3	1993	1993				CPC, HAC	
		1.3.2		*	*				CPC, HAC	
	1.4				*					
	1.5	1.5.1		1993	1993				HAC	
		1.5.2		1993	1993				HAC	
		1.5.3	1.5.3.1	1993	1993				CPC, HAC	
			1.5.3.2	1993	1993				CPC, HAC	
			1.5.3.3	1993	1993				CPC, HAC	
			1.5.3.4	1993	1993				CPC, HAC	
		1.5.4		1993	1993				HAC	
	1.6			*	*	*				Army Corps
	1.7	1.7.1		1993	1993				HAC, CPC	
		1.7.2		1993	1993				CPC, HAC	
		1.7.3			1993				CPC, HAC	
	1.8			*	*				CPC, HAC	
	1.9	1.9.1	1.9.1.1	*	*					
			1.9.1.2		*					
		1.9.2	1.9.2.1		1994				CPC, HAC	
		1.9.3		1993	1993				CPC, HAC	
		1.9.4	1.9.4.1	1994	1994				CPC, HAC	
			1.9.4.2	*	*				CPC	
			1.9.4.3		*	*		*	CPC, HAC	
	1.10			*						
	1.11				*	*		*		

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pw	r	w	Commissions	Agencies
Special Needs Housing										
2	2.1	2.1.1		*	*					
	2.2	2.2.1		*	*				ACC	
		2.2.2		1993	1993					Housing Authority
		2.2.3	2.2.3.1		1993					Housing Authority
			2.2.3.2	*	*					Housing Authority
	2.3			1996	1996					
	2.4			1996	1996					
	2.5			1996	1996					
	2.6	2.6.1		*	*				HAC	County Human Services Agency
	2.7			*	*					UCSC
	2.8			1996	1996				CPC	
	2.9	2.9.1		1996	1996					County
		2.9.2		*	*					
Affordable Housing										
3	3.1	3.1.1			*		*		AC, CPC	
		3.1.2		1995	1995		1995			
		3.1.3		*	*		*			
	3.2	3.2.1		*	*					
		3.2.2		*	*				CPC	
		3.2.3		*	*				CPC	
		3.2.4		*	*				CPC	
	3.3			1993	1993				CPC, HAC	
	3.4	3.4.1		1993	1993				HAC	
		3.4.2		1993	1993				HAC	
	3.5	3.5.1		1992	1992					
	3.6			*	*				HAC	
	3.7	3.7.1		*	*					Housing Authority
		3.7.2		*	*					
	3.8			*	*					

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pw	r	w	Commissions	Agencies
	3.9			*	*					
	3.10			*	*				CPC, HAC	
Conservation and Rehabilitation of Housing										
4	4.1	4.1.1			*					
		4.1.2		*	*				CPC	
		4.1.3			*					
	4.2	4.2.1			*				HAC	
		4.2.2			*					
		4.2.3			1995					
		4.2.4			*					
	4.3	4.3.1		*	*					
		4.3.2			*					
	4.4			*	*					
	4.5			*	*				CPC, HAC	
	4.6			*						
	4.7			*						
Non-traditional and Energy Conserving Housing										
5	5.1				*				CPC, HAC	
	5.2				*				CPC, EAC	
	5.3	5.3.1			*				HAC	SCMTD, SCCRTC
		5.3.2		*	*				CPC, HAC	
		5.3.3		*	*				CPC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	f	pl	po	pr	pw	r	commis	agency
Economic Principles												
1	1.1	1.1.1		*		*			*	*	CPC	
		1.1.2	1.1.2.1	*		*				*	CPC	
		1.1.3				*				*		
		1.1.4		*		*				*	CPC	
	1.2	1.2.1		*						*		
	1.3	1.3.1	1.3.1.1			*				*		
		1.3.2	1.3.2.1	*						*		UCSC
			1.3.2.2	*						*		UCSC
		1.3.3		*		*					CPC	
	1.4					*						
	1.5	1.5.1		*						*		
		1.5.2		*						*		County
		1.5.3		*						*		
		1.5.5		*						*		
		1.5.6		*						*		County
		1.5.4		*						*		County
	1.6	1.6.1		*						*		Chamber, County, SD
		1.6.2								*		
		1.6.3		*								
		1.6.4		*						*		
		1.6.5		*		*					CPC	
		1.6.6		*		*						
		1.6.7		*		*				*		
		1.6.8		*	*					*		
	1.7	1.7.1		*						*		
	1.8			*						*		Chamber, CVC
	1.9			*		*				*		
	1.10			*		*			*	*	CPC, PWC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	f	pl	po	pr	pw	r	commis	agency
Retail Trade and Commercial Services												
2	2.1			*						*		
	2.2					*				*		
	2.3	2.3.1				*				*		
		2.3.2				*				*		
	2.4	2.4.1				*			*	*		
		2.4.2				*	*					
		2.4.3		*	*	*		*				
		2.4.4		*	*	*				*		
		2.4.5			*	*				*		
		2.4.6		*		*				*	CPC	
	2.5			*		*				*	AC	SCCC
	2.6			*								
Industry												
3	3.1	3.1.1		*		*				*		UCSC
		3.1.2		*		*				*		
	3.2	3.2.1		*		*				*		
		3.2.2		*		*				*		
	3.3			*		*				*		
	3.4	3.4.1		*						*		PIC
	3.5	3.5.1				*						
		3.5.2				*			*			
	3.6					*				*		
Downtown Revitalization												
4	4.1	4.1.1				*						
		4.1.2				*		*	*	*		
		4.1.3				*				*		
		4.1.4				*				*		
	4.2			*		*				*	CPC	
	4.3	4.3.1				*				*		

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	f	pl	po	pr	pw	r	commis	agency
		4.3.2				*				*		
		4.3.3		*		*				*	CPC	
		4.3.4							*	*		
	4.4					*				*		
	4.5								*			
	4.6								*			
	4.7								*			scmtd
	4.8	4.8.1				*						
		4.8.2		*		*		*		*	CPC	
		4.8.3				*		*		*		
	4.9				*							
	4.10			*		*				*		
Tourism												
5	5.1			*		*				*		CVC
	5.2	5.2.1				*				*		
		5.2.2								*		CVC
		5.2.3				*				*		CVC
		5.2.4				*				*		
		5.2.5				*				*		
		5.2.6		*						*		CVC
		5.2.7				*				*		CVC
	5.3	5.3.1				*					CPC	
	5.4								*			
	5.5	5.5.1	5.5.1.1	*			*	*				CVC
		5.5.2		*				*				UCSC, CVC, SOS
		5.5.3		*		*		*		*		CVC
	5.6	5.6.1		*						*		CVC
		5.6.2		*						*		CVC
		5.6.3		*		*				*		
		5.6.4		*		*			*	*		CVC
		5.6.5		*					*	*		CVC

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	f	pl	po	pr	pw	r	commis	agency
		5.6.6		*						*		
	5.7			*								CVC, County

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
City Government												
1	1.1	1.1.1		*								
		1.1.2		*								
		1.1.3		*								
		1.1.4		*								
		1.1.5		*		*	*	*	*			
		1.1.6	1.1.6.1	*								
	1.2	1.2.1		*		*						
		1.2.2				*						
		1.2.3				*						
		1.2.4		*		*						
		1.2.5		*		*						
	1.3	1.3.1		*							CPC	
	1.4			*		*	*	*			ACC	
	1.5	1.5.1		*								
		1.5.2		*								
		1.5.3		*								
	1.6			*		*	*	*	*	*		
	1.7	1.7.1		*		*	*	*	*	*		
	1.8			*								
	1.9					*						
	1.10					*	*	*	*	*		
	1.11			*		*		*	*	*	CPC	UCSC
Education												
2	2.1	2.1.1		*		*						SD
		2.1.2		*		*						SD
		2.1.3				*						SD
	2.2	2.2.1		*		*						UCSC
	2.3			*								
	2.4					*		*				

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
Children, Youth and Families												
3	3.1	3.1.1		*		*	*					County
	3.2	3.2.1		*								
		3.2.2		*					*			
		3.2.3		*								
	3.3			*		*						
	3.4	3.4.1					*					SD
		3.4.2		*			*					SD
		3.4.3					*					SD
		3.4.4					*					SD
		3.4.5		*			*					SD
		3.4.6		*		*						
	3.5	3.5.1				*	*					
		3.5.2				*	*					
		3.5.3				*	*					
		3.5.4				*	*					CDRC
		3.5.5				*						
	3.6			*		*			*			SD
	3.7			*								
Health and Medical Services												
4	4.1			*		*						
	4.2			*								
	4.3					*						
	4.4	4.4.1			*							
	4.5			*			*					
Communications and Information Network												
5	5.1	5.1.1		*								County, TCI,
		5.1.2		*								Pac Bell
		5.1.3		*		*						PG&E
		5.1.4		*		*						County

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
	5.2	5.2.1		*								Library
		5.2.2		*								Library
		5.2.3		*								Library, UCSC
		5.2.4		*								Library
		5.2.5		*								Library
		5.2.6	5.2.6.1			*						Library
			5.2.6.2								HPC	Library
			5.2.6.3						*			Library
			5.2.6.4									Library
Water Supply and Conservation												
6	6.1	6.1.1								*		SD
		6.1.2								*		
		6.1.3								*		
		6.1.4		*						*		
		6.1.5								*		
		6.1.6		*						*		
		6.1.7								*		
		6.1.8								*		
		6.1.9								*		
		6.1.10								*		
		6.1.11	6.1.11.1						*	*		
		6.1.12		*					*	*		
		6.1.13		*						*		
	6.2			*						*		
	6.3	6.3.1								*		
		6.3.2		*						*		
		6.3.3								*		
		6.3.4								*		
		6.3.5								*		
	6.4	6.4.1								*		
		6.4.2								*		

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
		6.4.3								*		
		6.4.4								*		
		6.4.5								*		
	6.5	6.5.1								*		UCSC
		6.5.2								*		
		6.5.3								*		
		6.5.4								*		
		6.5.5			*					*		
	6.6			*		*				*		
Wastewater Treatment												
7	7.1	7.1.1						*				
		7.1.2						*				
	7.2	7.2.1	7.2.1.1					94				
		7.2.2	7.2.2.1					*				
			7.2.2.2					*				
		7.2.3						*				
		7.2.4		*				*				
		7.2.5		*				*				County, UCSC
		7.2.6						*				
	7.3	7.3.1						*		*		
		7.3.2	7.3.2.1					*				
Solid Waste Disposal and Recycling												
8	8.1							*				
	8.2	8.2.1	8.2.1.1	*				*				
			8.2.1.2					*			PWC	
		8.2.2	8.2.2.1	*				*			PWC	
			8.2.2.2					*			PWC	
			8.2.2.3					*				
		8.2.3						*				Ecology Action, County
		8.2.4		*				*				SD
		8.2.5						*				

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	pr	pw	r	w	commis	agency
		8.2.6					*	*				SD
		8.2.7		*								
		8.2.8	8.2.8.1					*				
			8.2.8.2					*				
			8.2.8.3	*				*	*			
		8.2.9					*	*				
		8.2.10						*				
		8.2.11				*		*				
		8.2.12			*			*				
	8.3	8.3.1						*				
		8.3.2						*				
		8.3.3						*				
		8.3.4						*				
	8.4							95				
Storm Drainage												
9	9.1							94				
	9.2							*			PWC	
	9.3							*				
	9.4			*		*		*	*			Army Corp, CCC
	9.5							*				
	9.6	9.6.1				*		*				County
	9.7					*		*				Army Corp, County, Scotts Valley

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pr	pw	r	commis	agency
Parks and Recreational Lands										
1	1.1			*		1993				
	1.2	1.2.1	1.2.1.1		*	*				
		1.2.2				*			PRC	
		1.2.3				*				SD, UCSC
		1.2.4			*	*				
		1.2.5			*	*				
		1.2.6				*				
		1.2.7			*	*				
		1.2.8	1.2.8.1			*				
			1.2.8.2			*				
		1.2.9			*	*		*		
		1.2.10		*	*	*		*		
		1.2.11		*	*	*		*		
		1.2.12				*				
		1.2.13		*	*	*				
		1.2.14	1.2.14.1	*		*				
		1.2.15			*	*		*		
		1.2.16				*				
		1.2.17			*	*	*			
		1.2.18			*	*				
		1.2.19		*		*				
		1.2.20				*			PRC	
		1.2.21				*				SD
		1.2.22				*				
		1.2.23		*		*				
		1.2.24				*				
		1.2.25		*	*	*			PRC	
		1.2.26				*				UCSC
		1.2.27				*				

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pr	pw	r	commis	agency
		1.2.28				*	*			
		1.2.29			*	*	*			
	1.3	1.3.1				*				
		1.3.2				*				
		1.3.3			*	*				
	1.4	1.4.1		*	*	*	*	*		
		1.4.2			*	*	*	*		
		1.4.3		*	*	*		*		
		1.4.4		*	*	*		*		
		1.4.5			*	*		*		
		1.4.6			*	*	*			
	1.5	1.5.1				*				County
	1.6	1.6.1		*	*	*				
	1.7	1.7.1	1.7.1.1			*	*			
			1.7.1.2		*		*			
			1.7.1.3			*	*			
			1.7.1.4		*	*	*			
			1.7.1.5			*	*			
		1.7.2	1.7.2.1			*	*			Port District, County
		1.7.3				*				
		1.7.4	1.7.4.1	*		*				CDPR
		1.7.5				*				
		1.7.6		*	*	*	*			
		1.7.7			*	*	*			
		1.7.8				*	*			
		1.7.9				*				
		1.7.10		*	*	*	*			
		1.7.11		*	*	*	*			
		1.7.12			*	*	*			
	1.8	1.8.1			*	*				
		1.8.2			*	*				

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pr	pw	r	commis	agency
		1.8.3				*				
		1.8.4				*			PRC	
	1.9	1.9.1				*				
		1.9.2				*				
		1.9.3				*				
		1.9.4		*		*				
		1.9.5				*	*			
	1.10					*			AC, PRC	
	1.11					*			PRC	
	1.12					*			PRC	
Recreational Facilities										
2	2.1					*			PRC	
	2.2					*			AC, PRC	
	2.3			*		*				
	2.4					*				
	2.5					*				SD
	2.6					*				County
	2.7					*				
	2.8					*				SD
	2.9					*				
	2.10					*				County
Recreational Programs and Cultural Festivities										
3	3.1					*				
	3.2					*				
	3.3	3.3.1				*				
		3.3.2				*				
	3.4					*				
	3.5					*		*		
	3.6	3.6.1				*				

Goal	Policy	Programs		Body Responsible for Implementation						
				cc	pl	pr	pw	r	commis	agency
		3.6.2				*				
		3.6.3		*		*				
	3.7	3.7.1		*	*	*		*		
		3.7.2		*	*	*		*		
	3.8					*				
	3.9					*	*			
Recreation Corridors										
4	4.1						*			
	4.2	4.2.1				1995			PRC	
		4.2.2				*				
		4.2.3		*	*	*	*			

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	c	m	pl	pr	pw	r	commis	agency
Archaeological and Paleontological Resources												
1	1.1	1.1.1		*		*	*				HPC	
		1.1.2		*		*	*					
	1.2	1.2.1					*		*			
		1.2.2	1.2.2.1				*		*			
			1.2.2.2				*		*			
			1.2.2.3				*		*			
		1.2.3	1.2.3.1				*		*			
			1.2.3.2				*		*			
			1.2.3.3				*		*			
		1.2.4	1.2.4.1				*		*			
		1.2.5					*		*			
	1.3	1.3.1					*		*			
		1.3.2					*		*			
Historic and Architectural Resources												
2	2.1	2.1.1					*				HPC	
		2.1.2					*				HPC	
		2.1.3	2.1.3.1				*				HPC	
			2.1.3.2				*				HPC	
		2.1.4					*	*	*			
		2.1.5					*		*			
	2.2	2.2.1					*					
		2.2.2		*			*				CPC, HPC	
		2.2.3					*					
	2.3	2.3.1					*					
		2.3.2					*		*	*		
		2.3.3					*	*	*	*	HPC	
		2.3.4					*					

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	c	m	pl	pr	pw	r	commis	agency
		2.3.5					*					
	2.4	2.4.1					*	*			HPC	
		2.4.2					*	*			HPC	
		2.4.3		*	*			*			HPC, Library	
Museums												
3	3.1	3.1.1				*						
		3.1.2				*						
		3.1.3				*						SD
		3.1.4				*						
	3.2			*		*	*	*				
	3.3			*		*		*			HPC	
Visual and Performing Arts												
4	4.1	4.1.1		*						93	AC	
		4.1.2					*				AC	
		4.1.3		*			*				AC	
	4.2	4.2.1		*				*				
		4.2.2		*			*			*	CPC	UCSC, SCCC
		4.2.3					*			*		SCCC
	4.3			*			*	*			AC	
	4.4			*				*			AC	SCCC
	4.5			*				*			AC	SCCC
	4.6						*			*	AC	

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	w	commis	agency
Geologic Hazards												
1	1.1	1.1.1				*			*			
	1.2	1.2.1				*			*			
		1.2.2				*			*			
		1.2.3				*			*			
Seismic Hazards												
2	2.1					*						
	2.2					*						
	2.3	2.3.1				*					HPC	
	2.4					*						
	2.5								*	*		
	2.6				*							
	2.7					*						
Flooding Hazards												
3	3.1	3.1.1				*						
		3.1.2				*			*			
		3.1.3				*			*			
		3.1.4				*						
	3.2	3.2.1			*							
		3.2.2			*							
		3.2.3			*							
	3.3	3.3.1		*					*			
		3.3.2							*		RRC	
		3.3.3							*		RRC	
	3.4			*					*		RRC	Army Corp
	3.5				*				*			
Fire Hazards												
4	4.1	4.1.1			93							
		4.1.2			*							
	4.2				*	*				*		

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	w	commis	agency
	4.3	4.3.1			*	*						
		4.3.2			*	*						
		4.3.3			*	*			*			
		4.3.4			*	*			*			
	4.4				*	*					HPC	
	4.5				*	*						
	4.6				*	*						
	4.7				*		*					
	4.8				*							UCSC, CDF, County
	4.9				*							SD
	4.10				*	*			*			
Police Services												
5	5.1	5.1.1					93					
		5.1.2		*			*					
		5.1.3					*					
		5.1.4					*					
	5.2						*					
	5.3	5.3.1		*			*					
	5.4	5.4.1					*					
		5.4.2					*					
		5.4.3					*					
	5.5	5.5.1					*					
		5.5.2					*					
		5.5.3				*	*					
		5.5.4	5.5.4.1				*					
	5.6	5.6.1					*					
		5.6.2					*	*				
	5.7	5.7.1					*					SD
		5.7.2					*					
	5.8	5.8.1					*					

Goal	Policy	Programs		Body Responsible for Implementation								
				cc	fr	pl	po	pr	pw	w	commis	agency
		5.8.2					*					
		5.8.3					*					
		5.8.4					*					
	5.9						*					
	5.10	5.10.1					*					
		5.10.2					*					
Hazardous Materials												
6	6.1	6.1.1			*	*			*			Env. Health, County
		6.1.2	6.1.2.1						*			
			6.1.2.2		*				*			
			6.1.2.3						*			
			6.1.2.4						*			
		6.1.3	6.1.3.1		*	*						
	6.2				*				*			
	6.3				*				*			
	6.4				*				*			County
	6.5	6.5.1		*				*	*			
		6.5.2		*								
		6.5.3		*								Env. Health
Emergency Preparedness												
7	7.1				*							County
	7.2	7.2.1			*	*						
		7.2.2							*	*		PG&E
		7.2.3			*	*						
	7.3	7.3.1			*				*	*		County, Dominican
	7.4	7.4.1			*	*			*			
	7.5								*			
	7.6				*							
	7.7					*			*	*		
	7.8			*	*	*	*		*			SD

D. MONITORING PROGRAMS

1. Annual General Plan Review and Amendment Process

The General Plan review and amendment process provides an opportunity to update and refine the City Council policy expressed in the General Plan and to monitor and evaluate the progress of the implementation strategies and programs incorporated therein. This process is the vehicle by which both the City and private property owners, developers, community group or individual citizens request changes to the planned land uses on property or propose changes to the Goals and Policies of the Plan. The General Plan review and amendment processes include citizen participation, both through community meetings to familiarize the general public with the amendment proposals as well as at the formal public hearings before the Planning Commission and City Council.

A review of the General Plan and the City's progress towards meeting General Plan objectives will occur on an annual basis with a comprehensive update occurring every 5 years. A review of the consistency between the City's CIP and General Plan will also occur at the time of the annual General Plan Review. Under State Law, the City is allowed to process 4 General Plan amendments per year. These amendments may include anywhere from one to a series of General Plan changes. (See Table I-3, in the Introduction for information about making General Plan Amendments.

2. Housing Monitoring Program

The City will be monitoring the development of housing within the City as a means of meeting Housing Element fair share requirements as well as housing objectives aimed at developing greater percentages of affordable, smaller sized, rental and other housing appropriate to meet housing needs within the City. The City's Vacant and Underutilized Residential Land Inventory will be continually updated and utilized by development review staff as an application review tool, in conjunction with the General Plan (specifically the Land Use and Housing Elements) and applicable Specific Plans, to ensure that the number and type of housing units proposed for construction are consistent with the City's housing goals.

GENERAL PLAN GLOSSARY
(Pages 652-698)

GENERAL PLAN GLOSSARY

A. Abbreviations

ADT: Average daily trips made by vehicles or persons in a 24-hour period
AMBAG: Association of Monterey Bay Area Governments
AQMP: Air Quality Management Plan
ASMPS: Arterial Streets Master Plan Study
CBD: Central Business District
CC&Rs: Covenants, Conditions, and Restrictions
CDBG: Community Development Block Grant
CDF: California Department of Forestry
CEQA: California Environmental Quality Act
CFC: Chlorofluorocarbon
CFD: A Mello-Roos Community Facilities District
CHAS: Comprehensive Housing Affordability Plan
CHFA: California Housing Finance Agency
CIP: Capital Improvements Program
CMP: Congestion Management Plan
CNEL: Community Noise Equivalent Level
COG: Council of Governments
CPC: City Planning Commission
CRA: Community Redevelopment Agency
CVC: Santa Cruz County Conference and Visitor's Council
dB: Decibel
dBA: "A-weighted" decibel
EIR: Environmental Impact Report (State)
EIS: Environmental Impact Statement (Federal)
EMS: Emergency Medical Service
FAR: Floor Area Ratio
FAUS: Federal Aid to Urban Systems
FEMA: Federal Emergency Management Agency
FHWA: Federal Highway Administration
FIR: Fiscal Impact Report
FIRM: Flood Insurance Rate Map
HAC: Housing Advisory Committee
HBS: Historic Building Survey
HCD: Housing and Community Development Department of the State of California
HIP: Housing for Independent People
HOV: High Occupancy Vehicle
HPC: Historic Preservation Commission
HUD: U.S. Dept. of Housing and Urban Development
JPA: Joint Powers Authority
LAFCo: Local Agency Formation Commission
LCP: Local Coastal Program
L_{dn}: Day and Night Average Sound Level
L_{eq}: Sound Energy Equivalent Level
LHA: Local Housing Authority
LOS: Level of Service
LRDP: UCSC Long Range Development Plan
LRT: Light (duty) Rail Transit
MBUAPCD: Monterey Bay Unified Air Pollution Control District
MCC: Mortgage Credit Certificate Program
MGD: Million Gallons Per Day
NCCAB: North Central Coast Air Basin
NEPA: National Environmental Policy Act
NOAA: National Oceanic and Atmospheric Administration
OPR: Office of Planning and Research, State of California
PSF: Polystyrene Foam
PUD: Planned Unit Development
ROG: Reactive Organic Gases
RTF: River Task Force
RTIP: Regional Transportation Improvement Plan
RTP: Regional Transportation Plan
SCAP: Santa Cruz AIDS Project
SCCRTC: Santa Cruz County Regional Transportation Commission
SCCSD: Santa Cruz County Sanitation District
SCMTD: Santa Cruz Metropolitan Transit District
SCWD: Santa Cruz Water Department
SRO: Single-Room Occupancy
TCMs: Transportation Control Measures
TDM: Travel Demand Management
TMA: Transportation Management Association
TOT: Transient Occupancy Tax
TRO: Trip Reduction Ordinance
TSM: Transportation Systems Management
UBC: Uniform Building Code
UCSC: University of California, Santa Cruz
UHC: Uniform Housing Code
UMTA: Urban Mass Transportation Administration
URM: Unreinforced Masonry Buildings
VMT: Vehicle Miles Traveled
WPCB: Water Pollution Control Board
WWTP: Wastewater Treatment Plant

B. Interpretation

Unless the context requires otherwise, the following definitions shall be used in the interpretation of the General Plan and its Implementing Regulations. Words used in the present tense include the future; the singular number includes the plural and the plural the singular; the word "structure" includes the word "building"; the word "used" includes arranged, designed, constructed, altered, converted, rented, leased, or intented to be used or occupied; the word "shall" is mandatory; the word "may" or "should" is permissive.

C. Definitions

Acceptable Risk — A hazard deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open space, ranches and low-intensity warehouse uses.

Access/Egress — The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Accessory Dwelling Unit — A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat" or Second Unit.

Adaptive Reuse — The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Adverse Impact — A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing — Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays no more than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency — The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Aggrieved Person — Appellant of an Appealable Coastal Permit — A person qualified to file an appeal of City Council action on a coastal permit, as defined by Public Resources Code 30801 as follows: "Any person who in person or through a representative appeared in a public hearing held in conjunction with the decision on the action appealed, or who, by other appropriate means prior to a hearing, informed the City of the nature of his or her concerns, or who for good cause was unable to do either.

Agricultural Easement/Preserve — A contract between a landowner and the City establishing that a certain amount of land will be used for agricultural purposes only for a minimum of 10 years. In exchange for this land use restriction, the landowner receives preferential taxation on that land.

Agriculture	Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.
Agriculture-related Business	Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.
Air Pollution	Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.
Alley	A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.
Alluvial	Soils deposited by stream action.
Alquist-Priolo Act, Seismic Hazard Zone	A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.
Alternative Transportation	Any form of transportation (including car pooling, buses, biking, walking, light rail) other than the single-occupancy vehicle.
AMBAG — Association of Monterey Bay Area Governments	AMBAG is a voluntary association of 15 cities and Santa Cruz and Monterey Counties in California's Central Coast region formed by a Joint Powers Agreement to serve as a forum for discussion of regional issues. The Association has been designated as an Areawide Planning Organization (APO) by the U.S. Department of Housing and Urban Development, as a Metropolitan Planning Organization (MPO) by the U.S. Department of Transportation, and as a Water Quality Planning Agency by the U.S. Environmental Protection Agency.
Ambient	Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.
Anadromous	Species of fish which migrate from the ocean to fresh-water streams to spawn.
Annex, v.	To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.
Apartment	(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.
Appealable Coastal Development	A development application for a coastal permit which can be appealed to the Coastal Commission under the terms of the Zoning Ordinance.
Appropriate	An act, condition, or state that is considered suitable.
Aquifer	An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arana Gulch

A 53-acre area on the eastern edge of the City generally defined by Arana Gulch Floodplain and the City limits (to the east); Capitola Ave., Soquel Ave., and Agnes St. (to the north); a riparian corridor (to the west); and the Santa Cruz Yacht Harbor (to the south).

Archaeological Resource/Cultural Resource

Any evidence of human occupation and activity that may be used to reconstruct the history and culture of past peoples. This evidence shall include, but not be limited to, human remains, sites, structures, artifacts, and physical remains that existed prior to 1960.

Architectural Control; Architectural Review

Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review.")

Area; Area Median Income

Used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Area of Demonstration of Stability

Includes the base, face and top of all bluffs and cliffs. The extent of the bluff top considered should include the area between the face of the bluff and a line described on the bluff top by the intersection of a plane inclined at a twenty (20) degree angle from horizontal passing through the toe of the bluff or cliff, or fifty (50) feet inland from the edge of the cliff or bluff, whichever is greater. However, the Planning Commission may designate a lesser area of demonstration in specific areas of known geologic stability (as determined by adequate geologic evaluation and historic evidence) or where adequate protection work already exists.

Area Plan

Addresses a particular region or community within the overall planning area and is adopted in the same manner as a general plan amendment. An area plan refines the policies of the general plan as they apply to a smaller area and is implemented by local ordinances such as those regulation land use and subdivision. An area plan must be internally consistent with the general plan of which it is a part.

Arroyo

A gully, ravine or canyon created by a perennial or intermittent stream, with characteristic steep slopes frequently covered with vegetation.

Arterial

Medium-speed (30-40 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Assessment District

(See "Benefit Assessment District.")

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized

by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Atmospheric Particulate Matter

Finely divided solids or liquids such as dust, soot, aerosols, fumes and mists. Particles of primary concern are those less than ten microns in diameter (PM_{10}) because they have the greatest likelihood of being inhaled deep into the lungs. Particulate matter results from a variety of activities including agricultural operations, industrial processes, combustion of fossil fuels, construction and demolition operations, entrainment of road dust into the atmosphere, wind-blown dust, wildfires, and salt from sea spray.

Automobile-intensive Use

A use of a retail area that depends on exposure to continuous auto traffic.

Average Daily Traffic (ADT)

Total number of cars passing over a segment of the roadway, in both directions, on an average day.

Banner

A piece of paper, cloth, canvas or other similar lightweight material containing no written information which is attached to a staff or structure.

Beach/Lower Ocean Target Area

Area generally defined by the Monterey Bay to the south, Cliff St. and San Lorenzo Blvd. to the west, Soquel Ave. and Broadway to the north, and Jessie St. to the east.

Beach Recreation Area

The Pacific Ocean side of Beach Street, from the west side of the Municipal Wharf to the west side of the San Lorenzo River.

Bed and Breakfast

Usually a dwelling unit, but sometimes a small hotel, which provides lodging and breakfast for temporary overnight occupants, for compensation. A building containing not more than eight (8) guest rooms, that may be occupied by not more than sixteen (16) persons, which provides guest rooms and breakfast for guests and which is managed and occupied by the owner of the property.

Below-market-rate (BMR) Housing Unit

(1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District

An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific

area) by contributing their fair share of the construction and/or installation and operating costs.

Ben Lomond Fault — Has an insignificant number of recorded epicenters and may be inactive. The estimated maximum magnitude is 5.5 with an unknown recurrence interval.

Bicycle Lane (Class II facility) — A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) — A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) — A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways — A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass — Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community — A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight — A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Bond — An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. funds from the sale of bonds can be used for various public purposes.

Brush Habitat — Includes a wide variety of plant and animal life dominated by and associated with coastal shrub and chaparral.

Buffer Zone — An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building — Any structure used or intended for supporting or sheltering any use or occupancy.

Building Envelop — Designation on site plan or parcel map indicating where the buildings are to be located. Building envelopes are often indicated during land division approvals to protect some resource such as agriculture or to avoid some constraint such as landslide.

Building Height — The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average midpoint of roof planes of the gable of a pitch or hip roof. In calculating the height of a stepped or terraced building, the height of each individual segment of the building shall first be calculated; the height of a stepped or terraced building is the height of the tallest segment of the building.

Buildout; Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity")

Business Services

A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Busway

A vehicular right-of-way or portion thereof--often an exclusive lane--reserved exclusively for buses.

Butano and Sargent Faults

Branch off the San Andreas near Skyland Ridge, to the northwest and southeast, respectively, and represent another potentially active component of the San Andreas system. Because of their geometric relationship to the San Andreas, they may have similar histories and seismic potential. The estimated maximum earthquake magnitude for the Butano is 6.4. The recurrence interval is unknown, but is probably similar to the Corralitos-Zayante due to their correlative association with the San Andreas. There is a moderate potential for surface rupture along some portions of the Butano fault. Other portions as well as the Sargent fault require additional data.

California Coastal Commission

The State agency established by State law responsible for carrying out the provisions of the Coastal Act and for review of coastal permits on appeal from local agencies.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA)

A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans

California Department of Transportation.

Capital Improvements Program (CIP)

A program, administered by the City and reviewed by the Planning Commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Carbon Dioxide

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity

Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can

	be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")
Census	The official decennial enumeration of the population conducted by the federal government.
Central Business District (CBD)	The major commercial downtown center of the City. Guidelines are established in the Zoning Ordinance.
Central Core	Planning area in the central part of the City composed on census tracts 1007 and 1010 and bounded by the San Lorenzo River to the east, Monterey Bay to the south, Bay Street to the west and Mission Street to the north.
Channelization	(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.
Chaparral	A plant community of drought-adapted shrubs, usually found in rocky and rapidly drained shallow soils.
Child Development Resource Center	A non-profit agency established to organize community resources for the development and improvement of child care services.
City	City with a capital "C" generally refers to the government or administration of a city. City with a lower case "c" may mean any city or may refer to the geographical area of a city (*e.g.*, the city bikeway system.)
Cliff Retreat	Result of hillside or coastal headland erosion by weathering, physical disturbance and, in the case of ocean cliffs, the continuous and forceful actions of waves and tides.
Clustered Development	Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.
Coastal-Dependent Lands	Lands utilized for coastal-dependent industries such as marine research and education, agriculture, aquaculture, mariculture, and attendant facilities that require direct proximity to the ocean.
Coastal Development	Refers to on land, in or under water placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density of use of land, including, but not limited to subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where land division is brought about by a public agency for public recreational use; change in the intensity of use of water, or access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, with a timber harvesting plan submitted pursuant to

	the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511). Projects causing the loss of public parking, ten (10) spaces or more in the Seabright or Beach Area Plan area, shall be considered coastal development.
Coastal Marine Habitat	Area off the coast of Santa Cruz supporting a variety of marine life occurring in different depths.
Coastal Recreation Area	Lands along the coastline including beaches, the small craft harbor and outdoor and open water areas used for outdoor recreational activities such as swimming, boating, fishing, picnicking and parking.
Coastal/Strand Rocky Shore Habitats	Small and sparsely vegetated areas found along sandy beaches and cliff edges not usually inundated by high tides providing habitat for a variety of shore birds and other plant and wildlife.
Coastal Zone	An area within the jurisdiction of the California Coastal Act.
Cogeneration	The harnessing of heat energy, that normally would be wasted, to generate electricity — usually through the burning of waste.
CoHousing	Housing type where residents live in separate self-sufficient units, but share extensive common facilities such as a dining hall, children's playrooms, workshops, guest rooms and laundry facilities.
Collector	Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.
Combined Sewer/ Combination Sewer	A sewerage system that carries both sanitary sewage and stormwater runoff.
Commercial	A land use classification that permits facilities for the buying and selling of commodities and services.
Community Care Facility	Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")
Community Development Block Grant (CDBG)	A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.
Community Facilities	(1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; and (2) other nonprofit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Garden

Public and privately-owned lands utilized for small scale flower and vegetable gardens.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community-Oriented Policing

A philosophy of how police services are to be delivered based on the partnership between citizens and their police officers and acknowledging the citizen's inherent right to participate in the policy decisions affecting police services.

Community Park

Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks and have major recreation facilities such as large picnic areas, swimming pools, ballfields, tennis courts and recreation centers. The City's standard for community parks is 2.5 acres/1000 people with a service radius of 1½ mile.

Community Redevelopment Agency (CRA)

A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Commute-shed

The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Comparison Goods

Retail goods for which consumers will do comparison shopping before making a purchase. These goods tend to have a style factor and to be "larger ticket" items such as clothes, furniture, appliances and automobiles.

Compatible

Capable of existing together without conflict or ill effects.

Concurrency

Requires that levels of service and other community facility and service standards be established and used to evaluate existing deficiencies as well as the impacts of new development of the need for new facilities and services. If there are existing deficiencies or if development degrades the service level and other standards, then development is prohibited until necessary services are in place (or installed in connection with the development) to maintain levels of service at or above adopted standards in a manner that is consistent with General Plan objectives.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Congregate Care

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation

The management of natural resources to prevent waste, destruction, or neglect. The state mandates that a Conservation Element be included in the general plan.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Cooperative

A form of multiple ownership of real estate in which a corporation or business trust entity holds title to a property and grants occupancy rights to particular units to shareholders by means of proprietary leases or similar arrangements.

Corralitos Fault Complex

A diffuse group of splinter faults that seem to act as a connection between the Zayante and San Andreas Faults. Though the complex is considered potentially active, its existence and nature has not been firmly established. It has a predicted maximum magnitude of 6.9, assuming it is an extension of the southeast segment of Zayante Fault. The recurrence interval would, therefore, be similar to that of the Zayante. There is a moderate potential for surface rupture on the most confidently established segments of the fault; the others require additional information.

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area of a county (*e.g.*, the county road system).

Covenants, Conditions, and Restrictions (CC&Rs)

A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Creek

A naturally occurring swale or depression, which carries water either seasonally or year-round, and which appears as an above-ground creek on the Geological Survey Map and in the 1975 Berkeley creeks map prepared by the Planning Department to show the approximate undergrounding of the watercourse. The word creek will be synonymous with natural watercourse as used in the chapter.

Criterion

A standard upon which a judgment or decision may be based. (See "Standards.")

Critical Facility — Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac — A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Culverting — The placement or construction of a pipe or box-shaped conduit in a creek bed for the purpose of conducting water.

Cumulative Impact — As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB — Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA — The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication — The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of — Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space — (1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Deficiency Plan — Plan developed when traffic levels cause arterial street intersections to operate at LOS "D" or below outlining alternative transportation improvements, TSM measures, road improvements in existing rights-of-way or widening/expansions that might improve traffic flows and measures to protect adjacent neighborhoods from undue spillover.

Density, Residential — The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus — The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of

A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment

A measure of the number of employed persons per specific area (for example, employees/acre).

Density Transfer

A way of retaining open space by concentrating densities–usually in compact areas adjacent to existing urbanization and utilities–while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Design Review; Design Control

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control.")

Destination Retail

Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond

Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a **Retention Pond**, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Acres, Net

The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage or the entire acreage of the site. Public or private road rights-of-way, public open space, and floodways are not included in the net developable acreage of a site.

Developable Land

Land which is suitable as a location for structures and which can be improved through normal and conventional means free of development hazards and without disruption or significant impact on natural resource areas. In addition to the developable area of a parcel, density credit shall be granted for other portions of a parcel as noted below. (Land shall also be reviewed in terms of

its potential for development specifically related to the provision of necessary public services and facilities.)

The following areas shall generally not be considered as developable land:

1. Land with slope greater than 30% and coastal bluffs.
2. Riparian corridors, wooded arroyos, canyons, stream banks, areas of riparian vegetation and, along riparian corridors, areas with a 100-foot setback from the wetland or center of the stream.
3. Lakes, streams, marshes, sloughs, wetlands, water areas, beaches and areas within the 100-year flood plain.
4. Areas of recent or active landslides. Landslide areas determined by a geological study to be stable and suitable for development shall be granted full density credit.
5. Type 1 and Type 2 agricultural land and mineral resource areas, lands in utility assessment districts.

The following areas are subject to special site and/or development criteria and shall be granted full density credit:

1. Rare and endangered plant and animal habitats.
2. Archaeological sites.
3. Critical fire hazard areas.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

On land, in or underwater, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act, and any other division of land, including lot splits, except where the land is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973.

Development Fee

(See "Impact Fee.")

Development Rights

The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Development Rights,\ Transfer of (TDR)

Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or

environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts. (See "Development Rights.")

Disability — Any physical or mental impairment which substantially limits one or more of a person's major life activities (including but not limited to walking, seeing, hearing, speaking, breathing, performing manual tasks, working, standing, lifting and reaching) expected to be temporary or lifelong. Many impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Discourage, v. — To advise or persuade to refrain from.

Discretionary Decision — As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Distribution Use — (See "Warehousing Use.")

Diversion — The direction of water in a stream away from its natural course (*i.e.*, as in a diversion that removes water from a stream for human use).

Downtown/Downtown Core — Commonly known as the area in the CBD zoning district with the San Lorenzo River as an eastern boundary, Laurel St. as a southern boundary, Center St. as a western boundary, and the area along North Pacific Ave. and the San Lorenzo River making the northern boundary.

Downtown Neighborhood — Commonly known as the residential area bounded to the South and west by Laurel St., to the north by Mission St., and to the east by Center St.

Duet — A detached building designed for occupation as the residence of two families living independently of each other, with each family living area defined by separate fee title ownership.

Duplex — A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit — A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement — Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation — A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic — A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Eating and Drinking Establishment

An establishment where food and/or drink is/are prepared, served and consumed primarily on site; where meal and/or drink orders are served to customers seated at tables or at a bar; and where food and drink are generally not served in disposable packages.

Economic Base

Economic Base theory essentially holds that the structure of the economy is made up of two broad classes of productive effort–basic activities that produce and distribute goods and services for export to firms and individuals outside a defined localized economic area, and nonbasic activities whose goods and services are consumed at home within the boundaries of the local economic area. Viewed another way, basic activity exports goods and services and brings new dollars into the area; non-basic activity recirculates dollars within the area. This distinction holds that the reason for the growth of a particular region is its capacity to provide the means of payment for raw materials, food, and services that the region cannot produce itself and also support the nonbasic activities that are principally local in productive scope and market area. (See "Industry, Basic" and "Industry, Non-basic.")

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Elderly/Senior Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See "Congregate Care.")

Emergency Shelter

A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v.

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition or disease. The Santa Cruz tarplant, Gold Eagles, Burrowing Owl, American Peregrine falcon, and California Brown Pelican are endangered species found within the City limits.

Enhance, v.

To improve existing conditions by increasing the quantity or quality of beneficial uses.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and

	determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")
Environmental Impact Statement (EIS)	Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.
Erosion	(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.
Exaction	A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.
Exotic Species	Plant or animal species introduced into an area where they do not occur naturally; non-native species.
Expansive Soils	Soils that swell when they absorb water and shrink as they dry.
Export-employment Use	An activity that produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)
Fair Market Rent	The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.
Family	(1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].
Farmland of Statewide Importance	Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops at some time during the past four years.
Fast-food Restaurant	Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants, and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients, and fast-food preparation.
Fault	A fracture in the earth's crust forming a boundary between rock masses that have shifted.
Feasible	Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).
Feasible, Technically	Capable of being implemented because the industrial, mechanical, or application technology exists.
Field Act	Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, that established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive

Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)

A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year and is recognized as a standard for acceptable risk.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe

All land between the floodway and the upper elevation of the 100-year flood.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint

The outline of a building at all of those points where it meets the ground.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" that are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately

	1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.
Friction Factor	Constraint applied in a traffic model to introduce an approximation of conditions that exist on streets in a city or county. These conditions reduce the speed of traffic and the desirability of specific links in the network upon which the traffic model distributes trips. Examples are frequency of low-speed curves, frequency of driveways, narrowness of lanes, and lack of turning lanes at intersections.
Gateway	A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.
General Plan	A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."
Geologic Hazards	Hazards generally divided into two categories: seismically-induced hazards including groundshaking, surface rupture, and seismically-induced ground failure, settlement, landslides and water waves; and geologic hazards not seismically induced such as slope instability, cliff retreat, and non-seismic settlement and landslides.
Geologic Review	The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.
Geological	Pertaining to rock or solid matter.
Goal	A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.
Golf Club Drive Area	A 20-acre area below Pogonip and above the Harvey West Industrial park generally defined by Pogonip (to the north and west), Pogonip Creek (to the south), and the Southern Pacific Railroad tracks (to the east).
Grading	Excavating or filling land, or a combination thereof.
Granny Flat	(See "Accessory Dwelling Unit.")
Grasslands	Land reserved for pasturing or mowing, in which grasses are the predominant vegetation. The seeds, leaves and roots of grassland communities are an irreplaceable source of food for birds, mammals, and soil organisms and, except in overgrazed areas, grasses aid in soil and water conservation by retaining water, thereby reducing soil erosion.
Greenhouse Effect	A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These

gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Ground Shaking — Primary cause of damage and injury during earthquakes and can result in building failure and broken gas and other utility lines causing fire and other problems. The intensity and severity of ground shaking is dependent on the earthquake's magnitude, distance from the epicenter, and underlying soil and rock properties.

Groundwater — Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge — The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Groundwater Recharge Area — An area which by nature of surface soil and underlying rock type is particularly important for allowing surface water to percolate to underground storage.

Group Quarters Residence — Residence types including orphanages and child treatment centers; facilities for mentally- and physically-handicapped persons; correctional institutions, juvenile institutions, and city and county jails if inmates are sentences for 45 or more days or are unable to meet bail; mental (psychiatric) hospitals; nursing homes and convalescent facilities; retirement facilities: no longer counted as group quarters; college dormitories, fraternities and sororities, not apartments; missions, shelters, convents, monasteries, and rectories; and labor camp group living quarters.

Growth Management — The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan.")

Guidelines — General statements of policy direction around which specific details may be later established.

Guideway — A roadway system that guides the vehicles using it as well as supporting them. The "monorail" is one such system. The most familiar and still most used guideway is the railroad. Most guideway transit systems make use of wayside electrical power for propulsion.

Habitat — The physical location or type of environment in which an organism or biological population lives or occurs.

Harvey West — Planning area composed by census tracts 1012 and 1208 and defined by Highway 1 to the south, Highway 17 to the east, the City limits to the north, and UCSC to the west.

Hazardous Material — Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure	All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with more than 100 occupants.
High Occupancy Vehicle (HOV)	Any vehicle other than a driver-only automobile (*e.g.*, a vanpool, a bus, or two or more persons to a car).
Highway	High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways may cross at a different grade level.
Hillsides	Land that has an average percent of slope equal to or exceeding fifteen percent.
Historic; Historical	An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
Historic District	A geographically defined area possessing a significant concentration or continuity of landmarks, improvements, or landscape features united by historic events or by physical development.
Historic Preservation	The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.
Home Occupation	A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.
Homeless	Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")
Hotel	A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite. (See "Motel.")
Household	All those persons--related or unrelated--who occupy a single housing unit. (See "Family.")
Household, Above-Moderate Income	Those households whose income, with adjustments for household size, is greater than 120% of the Santa Cruz County areawide median income.
Household, Low-Income	These households whose income, with adjustment for household size, is between 50% and 80% of the Santa Cruz County Areawide Median Income.
Household, Moderate Income	Those households whose income, with adjustments for households size, is between 80% and 120% of the Santa Cruz County areawide median income.
Household, Very-Low Income	Those households whose income, with adjustments for household size, is less than 50% of the Santa Cruz County areawide median income.
Householder	The head of a household.
Households, Large	Five or more individuals occupying the same unit.

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Households, Single-Parent

Households comprised of one household head, typically female, and children.

Housing and Community Development Department of the State of California (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA)

Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element

Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan in order to attain a statewide goal of providing "decent housing and a suitable living environment for every California family." Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)

A cabinet-level department of the federal government that administers housing and community development programs.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit," "Family," and "Household.")

Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Identity

A consistent quality that makes a city, place, area, or building unique and gives it a distinguishing character.

Image

The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Imageable Paths and Entrances

Heavily-traveled and/or scenic corridors transporting residents and visitors through the community and largely responsible for defining impressions of the City's character and sense of place. Many of these roads and entrances are along the City's major arterial streets, commercial corridors and coastal access routes. (See also "Scenic Corridors".)

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee	A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.
Impervious Surface	Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.
Implementation	Actions, procedures, programs, or techniques that carry out policies.
Improvement	The addition of one or more structures or utilities on a parcel of land.
Inclusionary Housing/Zoning	Affordable housing provided/required as part of a large, market-rate housing development project.
Incubator Space	Retail or industrial space that is affordable to new, low-margin businesses.
Industrial	The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.
Industrial Park; Office Park	A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")
Industry, Basic	The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of all of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-provided goods and services as well as items that are not available locally and that must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.
Industry, Non-basic	The segment of economic activity that is supported by the circulation of dollars within a region. Examples are the wholesale, retail, and service functions that supply goods and services to local sources of demand such as businesses, public agencies, and households.
Infill Development	Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.
Infrastructure	Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.
In-Lieu Fee	(See "Dedication, In lieu of.")
Integrated Pest Management	A system of controlling insect pests through a combination of techniques, including natural predators and biological controls, use of pest-resistant varieties, modifying environmental conditions, close monitoring of pest levels, and use of chemical pesticides only when needed as part of an overall control strategy.

Inter-agency	Indicates cooperation between or among two or more discrete agencies in regard to a specific program.
Interest, Fee	Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.
Interest, Less-than-fee	The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Development Rights," "Easement, Scenic," "Lease," and "Leasehold Interest.")
Intermittent Stream	A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.
Invasive Species	Non-native species disrupting and replacing native species.
Issues	Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation programs.
Jobs/Housing Balance; Jobs/Housing Ratio	The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.
Joint Powers Authority (JPA)	A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.
Known Archaeological Site	Areas containing archaeological resources that are known to exist within the City and that are listed in the inventory of known archaeological sites adopted by resolution of the City Council.
Land Banking	The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.
Landmark	Refers to a building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.
Landscaping	Planting–including trees, shrubs, and ground covers–suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.
Landslide	A general term for a falling mass of soil or rocks.
Land Use	The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.
Land Use Classification	A system for classifying and designating the appropriate use of properties.
Land Use Element	A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The

land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements programs, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Land Use Regulation — A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

L_{dn} — Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease — A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest — (1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

L_{eq} — The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS) — (1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

(2) Some communities in California are developing standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated in the General Plan or in separate "Level of Service Plans."

Life-cycle Costing — A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

Light (duty) Rail Transit (LRT)

"Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are each electrically self-propelled and usually operate in one or two-car trains.

Limited Habitat

A habitat type that is rare or has been significantly reduced from its historical distribution, either locally or statewide, and is of special importance meeting the general life requirements of many wildlife species. Coastal wetlands, mima mounds, coastal prairie areas, and seabird rookeries and roosting areas are four such habitat areas within the City.

Linkage

With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo)

A five-member commission within the county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. The LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members include two county supervisors, two city council members, and one member representing the general public.

Local Coastal Program

The City plan consisting of land-use policies and implementation measures to carry out and be in full conformity with the California Coastal Act of 1976. The Local Coastal Program has two (2) components — the Local Coastal Land Use Plan and the Local Coastal Implementation Plan.

Lot of Record

A lot that is part of a recorded subdivision or a parcel of land that has been recorded at the county recorder's office containing property tax records.

Low-Income Housing

Housing affordable by those households whose income, with adjustment for household size, is between 50% and 80% of the Santa Cruz County area-wide median household income.

Lower Eastside

Planning area composed of census tracts 1008 and 1009 and bounded by the Yacht Harbor and Arana Gulch to the east, Soquel Avenue and Water Street to the north, the San Lorenzo River to the west and Monterey Bay to the south.

Lower Westside

Planning area composed by census tracts 1012 and 1011 and defined by Mission Street to the north, the City limits to the west, Monterey Bay to the south and Bay Street to the east.

L_{10}

A statistical descriptor indicating peak noise levels–the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Major Development	Residential development of 10 or more units (either single-family or multiple residential) and commercial or industrial development of 10,000 sq. ft. or more.
Maintain, v.	To keep in an existing state. (See "Preserve, v.")
Management/Enhancement Plans	(See "Specific Plans.")
Mandatory Element	A component of the General Plan mandated by State Law. California State law requires that a General Plan include elements dealing with seven subjects--circulation, conservation, housing, land use, noise, open space and safety--and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")
Marsh	Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.
May	That which is permissible.
Mean Sea Level	The average altitude of the sea surface for all tidal stages.
Median Strip	The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.
Mercalli Intensity Scale	A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.
Microclimate	The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.
Mima Mounds	A land form of small raised hummocks amidst shallow depressions, usually supporting native grasslands.
Mineral Resource	Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.
Minimize, v.	To reduce or lessen, but not necessarily to eliminate.
Mining	The act or process of extracting resources, such as coal, oil, or minerals, from the earth.
Minipark	Small neighborhood park of approximately one acre or less.
Ministerial (Administrative) Decision	An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.
Mitigate, v.	To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation	Actions taken to eliminate or alleviate environmental impacts identified in the environmental review process established by CEQA.
Mixed-use	Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.
Mobile Home	A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.
Mode of Travel	The type of transportation used (e.g., automobile, taxi, bus, railroad, bike, walking in making a trip).
Moderate-Income Housing	Housing affordable by those households whose income, with adjustments for household size, is between 80% and 120% of the Santa Cruz County area-wide median household income.
Monterey Bay Complex	A group of faults lying just offshore of Santa Cruz. They are potentially active, and capable of generating a damaging tsunami. Further study of the onshore extensions is necessary to determine, with certainty, the maximum magnitude earthquake. The estimated maximum magnitude is 6.5 with an unknown recurrence interval (possibly less than 100 years).
Mortgage Credit Certificate (MCC) Program	A program to assist moderate-income first-time home buyers by annually providing a 20% federal tax credit against the mortgage interest of the home purchased. The program is operated by the County Housing Authority.
Motel	(1) A hotel for motorists. (2) A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. Quite often, provision is made for cooking in individual guest rooms or suites. (See "Hotel.")
Multiple Family Building	A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.
Multiplier Effect	The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (*e.g.*, grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.
Must	That which is mandatory.
National Ambient Air Quality Standards	The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)	An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.
National Flood Insurance Program	A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.
National Historic Preservation Act	A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.
National Register of Historic Places	The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.
Native American Cultural Sites	Any mound, midden, cave, place of settlement, burial ground, ceremonial ground, mine, trail, rock art, or other feature or location containing either human remains or artifacts of Native Californians and which are at least 100 years of age.
Natural Areas	Lands which, for reasons of vegetation and wildlife habitat protection, aesthetic and recreational purposes and safety, should remain in an undeveloped state. This includes land with habitat value (such as the ocean, riparian areas and marshes) as well as land vital to soil and water conservation and protection.
Natural State	The condition existing prior to development.
Necessary	Essential or required.
Need	A condition requiring supply or relief. The City or County may act upon findings of need within or on behalf of the community.
Neighborhood Park	City- or County-owned land intended to serve the recreation needs of people living or working within a neighborhood area. They are used for spontaneous recreation and include facilities such as children's play areas, picnic areas, athletic fields and outdoor basketball courts. The City's standard for neighborhood parks is 2.0 acres/1000 people with a service radius of ¾ of a mile (approximately five blocks).
Neighborhood	The neighborhood unit should be the basic building block of the city. The distance from the schools, parks, limited commercial services and other neighborhood serving facilities should be a comfortable walking and biking distance for a school-age child; there would be no through traffic uses.
Net Developable Area	The portion of a parcel which can be used for density calculations. Public or private road rights-of-way and land not developable are not included in the net developable acreage of a parcel.
Nitrogen Oxide(s)	A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.
Noise	Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation	Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.
Noise Contour	A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.
Non-attainment	The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.
Non-conforming Structure	A structure that was lawfully erected prior tot he adoption of the existing Zoning Ordinance, but that, as a result of changes to the Zoning Ordinance, does not conform to standards of coverage, yards, height of structure, or distance between structures prescribed in the regulations for the zoning district in which the structure is located.
Non-conforming Use	A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.
Non-Renewable Energy	Energy resources which are depleted by use, e.g. oil, natural gas, uranium, coal.
North River Street Area	Area above the Downtown defined generally by Highway 1 (to the north and west), Mission Hill and North Pacific Ave. (to the south), and the San Lorenzo River (to the east).
Objective	A specific statement of desired future condition toward which the City or County will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards, and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective.
Occupancy Permit	A required permit allowing non-residential occupancy of a building or structure after it has been determined that conformance with all conditions of approval and applicable ordinances have been achieved.
Off Peak/Season Tourism	Generally defined as Sunday through Thursday and November to March.
Office Park	(See "Industrial Park.")
Office Use	The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Official County Scenic Highway	A segment of state highway identified in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and designated by the Director of the Department of Transportation (Caltrans).
Open Space Easement	A contract between a landowner and city to restrict the development of land in return for a property tax reduction or stabilization; the minimum term of the contract is 10 years. In general, the amount of tax reduction is proportional to the use forfeited; that is, the current use of the land and future restrictions are weighed against the potential as shown on the general plan.
Open Space Lands	Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.
Ordinance	A law or regulation set forth and adopted by a governmental authority, usually a city or county.
Outdoor Advertising Structure	Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.
Outdoor Recreation Use	A privately or publicly owned or operated use providing facilities for outdoor recreation activities.
Overlay	A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.
Overcrowding	Defined by the U.S. Census, occupancy by over one person per room (excluding kitchens and bathrooms).
Ozone	A tri-atomic form of oxygen (O_3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.
Paleontological	Relating to science forms (fossils of animals and plants) of life existing in former geologic periods.
Para-transit	Refers to transportation services and that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.
Parcel	A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.
Park Dedication In-Lieu Fee	A fee paid by builders of new dwelling units in lieu (instead) of providing the amount of park land needed (according to parks and recreation standards) by the future residents of the dwelling units.
Parking, Shared	A public or private parking area used jointly by two or more uses.
Parking Area, Public	An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management	An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")
Parking Ratio	The number of parking spaces provided per 1,000 square of floor area, *e.g.*, 2:1 or "two per thousand."
Parking Space, Compact	A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.
Parks	Open space lands whose primary purpose is recreation. (See "Natural Area," "Community Park," and "Neighborhood Park.")
Payback Period	The number of years required to accumulate savings or profit equal to the value of a proposed investment.
Peak Hour/Peak Period	For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.
Peak-Hour Volumes	Total number of cars passing over a roadway segment during the peak hour of the morning (7:30 am to 8:30 am) and afternoon (4:30 pm to 5:30 pm).
Perennial Stream	A stream that normally flows throughout the year.
Performance Standards	Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.
Personal Services	Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, fortune tellers, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes, and similar services.
Physical Diversity	A quality of a site, city, or region in which are found a variety of architectural styles, natural landscapes, and/or land uses.
Plan Line	A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and that is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.
Planned Community	A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

Planned Unit Development (PUD)	A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.
Planning and Research, Office of (OPR)	A governmental division of the State of California that has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.
Planning Areas	Geographic subareas of the City used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea. The City's planning areas are: UCSC, Upper Westside, Lower Westside, Central Core, Harvey West, Upper Eastside, and Lower Eastside.
Planning Commission	A body of seven members, created by the City to develop and maintain the General Plan, to review the Planning Department work program, and to review the City's Capital Improvements Program. The Commission also conducts public hearings or applications for rezoning, subdivisions and other development projects.
Policy	A specific statement of principle or of guiding actions that implies clear commitment and is the general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program. (See "Program.")
Pollutant	Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose
Pollution	The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.
Pollution, Non-Point	Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.
Pollution, Point	In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.
Poverty Level	As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.
Preserve, n.	An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (See "Agricultural Preserve" and Protect.")
Preserve, v.	To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")
Prime Farmland	Land that has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops when treated

and managed and has been used for the production of irrigated crops in the past four years.

Principle — An assumption, fundamental rule, or doctrine that will guide general plan policies, proposals, standards, and implementation measures. The State Government Code (Section 65302) requires that general plans spell out the objectives, "principles," standards, and proposals of the general plan. "Adjacent land uses should be compatible with one another" is an example of a principle.

Professional Offices — A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program — An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals and objectives.

Pro Rata — Refers to the proportionate distribution of the cost of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Protect, v. — To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities — Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Rare or Endangered Species — A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Rare/Unique Species — A biotic resource whose presence is unusual and of special interest due to extremities of range, special soil types, or unusual associations with other species.

Recognize, v. — To officially (or by official action) identify or perceive a given situation.

Recreation, Active — A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive — Type of recreation or activity that does not require the use of organized play areas but may include hiking, bicycling, and horse trails.

Recycle, v. — The process of extraction and reuse of materials from waste products.

Recycling Collection Facility — A facility designed to accept recyclable materials such as aluminum, glass, plastic, or paper intended for remanufacture or clothing and household goods intended for redistribution or sale. Such facilities may take the form of mobile or stationary units or reverse vending machines.

Redevelop, v. — To demolish existing buildings; or to increase the overall floor area existing

	on a property; or both; irrespective of whether a change occurs in land use.
Regional	Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.
Regional Housing Needs /Fair-Share Housing	Housing law requires every region and city to analyze regional shares of statewide housing, local population and employment trends and then identify adequate sites and make provision for meeting housing needs, in terms of land-use designations and policies serving all income levels.
Regional Housing Needs Plan	A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.
Regional Park	A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity. The national standard for regional parks is 20 acres/1000 people.
Regulation	A rule or order prescribed for managing government.
Rehabilitation	The repair, preservation, and/or improvement of substandard housing.
Renewable Energy	Energy sources that are not depleted by use and are available as natural flows of energy and materials in the environment, e.g., solar, wind, falling water, plant matter, by-products of human activities.
Research and Development Use	A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.
Residential	Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")
Residential Density	A computation expressing the number of dwelling units per acre, based on the net lot area, where acreage excluded includes nondevelopable land (e.g., land with greater than 30% slopes) and land dedicated to streets and alleys.
Residential, Multiple Family	Usually three or more dwelling units on a single site, which may be in the same or separate buildings.
Residential, Single-family	A single dwelling unit on a building site.
Resources, Non-renewable	Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.
Response Time	Length of time between the departure of ground fire or police vehicles from the station to their arrival at the scene of a fire, crime or accident.
Restaurant, Fast-food	An establishment whose principal business is the sale of food for consumption either in or off premises; where orders are served at a counter and where food is frequently served in disposable packaging.
Restore, v.	To renew, rebuild, or reconstruct to a former state.
Restrict, v.	To check, bound, or decrease the range, scope, or incidence of a particular condition.

Retention Basin/Retention Pond	(See "Detention Basin/Detention Pond.")
Retrofit, v.	To add materials and/or devices to an existing building or system to improve its operation or efficiency.
Reverse Annuity Mortgages	A home financing mechanism that enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments that can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.
Rezoning	An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.
Richter Scale	A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.
Rideshare	A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.
Ridgeline	A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.
Right-of-way	A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.
Riparian Lands	Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater. Those plant species that typically occur in wet areas along streams or marshes typically include: Black Cottonwood, Red Alder, White Alder, Sycamore, Box Elder, Creek Dogwood and Willow.
Riprap; Riprapping	Cobbles, rock, concrete pieces or other non-vegetative debris used to protect streambanks against erosion. The placement of riprap on streambanks.
Risk	The danger or degree of hazard or potential loss.
Road Improvements	Any type of road project that is not a traffic operations improvement (traffic signal optimization, restricting parking hours) and is not a full scale road widening/expansion project. Road improvements are smaller-scale capacity improvements that occur in existing right-of-ways and include reconfiguring intersections, removal of parking and addition of a new travel lane, left- and right-turn lanes, and some minor right-of-way acquisitions.
Runoff	That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.
Saltwater Intrusion	The induced movement of ocean water into coastal aquifers that have been depleted of fresh water generally due to over-drafting (excessive withdrawal from wells) and/or reduction of recharge.
San Andreas fault system	Runs 6-10 miles east of the City and is a dominant seismic feature encompassing most of the fault zones in the County. Activity varies along different segments of the fault, and, until 1989, very little movement had been recorded

from Santa Cruz County northward since the 1906 earthquake. The maximum predicted earthquake magnitude on the San Andreas is 8.5 on the Richter Scale, with a recurrence interval of 100-1,000 years. Although the section of the San Andreas fault zone that slipped in the 1989 earthquake is not expected to generate another major quake for many years, the 1989 event has not reduced the potential for large earthquakes along other fault segments in the San Francisco Bay area.

San Gregorio Fault — A major branch of the San Andreas, lies just offshore of Santa Cruz. It is active and capable of generating earthquakes of magnitude 7.2 to 8.5. The potential for surface rupture as a result of an earthquake along this fault is moderate to high, as is the threat of tsunamis.

Sanitary Sewer — A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System.")

Scenic Corridor — A transportation corridor that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

School District Lands — Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Section 8 Rental Assistance Program — A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seiche — An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay. They can also be generated by winds, currents or tides.

Seismic — Caused by or subject to earthquakes or earth vibrations.

Seniors (Elderly) — Persons age 62 and older.

Sensitive Species — Those species which rely on specific habitat conditions that are limited in abundance, restricted in distribution or are particularly sensitive to development. Sensitive species in the City include the Monarch Butterfly, Black Swift and Pigeon Guillemot.

Septic System — A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback — The horizontal distance between the property line and any structure.

Settlement — (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. *Differential* settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shall — That which is obligatory or necessary.

Shared Living — The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shoppers Goods — Another name for comparison goods.

Shopping Center — A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Should — Signifies a directive to be honored if at all possible.

Sign — Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape. A short-term sign is a sign displayed for less then 30 days, including portable shielded arc type search lights.

Signal Preemption — A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Significant Effect — A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Siltation — (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached — A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached — A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use. (See "Family.")

Single-Room Occupancy (SRO) — A single room, separately rented or leased, that is exempt from the Santa Cruz transient Occupancy Tax. A proposed new SRO living unit shall have a minimum of one hundred fifty (150) square feet of floor area if designed for occupancy by one (1) person and two hundred twenty (220) square feet if designed for occupancy by two (2) persons. At least thirty-five (35) square feet of usable open space shall be provided, of which at least fifty percent (50%) shall be interior common space. An SRO project of sixteen (16) or more units shall provide twenty-four (24) hour on-site management, and include a dwelling unit designated for them manager.

Site — A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope — Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil — The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants. Soil is a natural resource contributing to the viability of agriculture and grazing, natural habitats, and the recharge of groundwater.

Solar Access — The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar System, Active — A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive — A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste — General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

South-of-Laurel Area — Area between the Downtown and Beach Area defined generally by the San Lorenzo River (to the east), Beach Hill and West Cliff Drive (to the south), Chestnut Street (to the west), and Laurel Street (to the north).

Specific Plan — Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Speed, Average — The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical — The speed that is not exceeded by 85 percent of the cars observed.

Sphere of Influence — The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards — (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions–for example,

site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Storm Runoff — Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Story — That portion of a building included between the upper surface of any floor and the upper surface of the floor next above; except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above unless that portion of a building is a half-story. If the finished floor level directly above a basement is more than six (6) feet above grade, as defined by the Zoning Ordinance, for more than fifty percent (50%) of the total perimeter or is more than twelve (12) feet above grade, as defined herein, at any point, such basement shall be considered a story.

Story, first — The lowest story in a building which qualifies as a story, except that a floor level in a building having only one (1) floor level shall be classified as a first story, provided such floor level is not more than four (4) feet below grade, as defined in the Zoning Ordinance, for more.

Story, half — A partial story under a gable, hip or gambrel roof, of which the wall plates of two (2) opposite exterior walls are not more than four (4) feet above the floor.

Stratospheric Ozone — A naturally occurring ozone layer generally existing at altitudes from about five to 30 miles above the earth. This ozone layer absorbs ultraviolet radiation and in so doing protects life at and near the earth's surface. The absorption of radiation in this layer induces temperature warming.

Stream Rehabilitation — The improvement of a natural watercourse by the use of erosion control technology, revegetation, vegetation management and/or selective channel clearing with the objective to conserve and manage a natural waterway and riparian system.

Stream Restoration — The unearthing of a culverted stream or natural watercourse and the design of a new open channel to re-create the original stream channel and environment.

Street Furniture — Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Street Tree Plans — Comprehensive plans for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local — Streets that provide access to property abutting the public right of way.

Streets, Major — The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Through — Streets that extend continuously between other major streets in the community.

Strip Commercial — An area consisting of a ribbon of commercial uses fronting both sides of an

Development	arterial roadway and extending inward for parcel depth. It is usually characterized by an assortment of gas stations, drive-in and fast-food restaurants, motels, tourist shops,a nd some automobile sales and service operations.
Structure	Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences) but limited to any building, pipe, road, flume, conduit, siphon, aqueduct, telephone line, and electrical power and transmission and distribution line.
Subdivision	The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.
Subdivision Map Act	Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")
Subsidence	The gradual settling or sinking of an area with little or no horizontal motion. (See "Settlement.")
Subsidize	To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.
Substandard Housing	Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.
Substantial	Considerable in importance, value, degree, or amount.
Surface Water	Water contained in an ocean, river, stream, lake, pond, lagoon or impoundment reservoir.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs and requires that societies meet human needs by increasing productive potential, ensuring equitable opportunities for all, and pursuing demographic development in a manner that is in harmony with the changing productive potential of the ecosystem.
Tenure	Status of dwelling units as either owner- or renter-occupied, usually associated with a particular type of housing unit.
Topography	Configuration of a surface, including its relief and the position of natural and man-made features.
Tourism	The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Townhouse; Townhome

A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Traffic Operations Improvements

Utilized in lieu of or in combination with road projects to improve traffic flow and reduce congestion. Improvements include traffic channelization, one-way streets, progressive signal timing, removal of on-street parking, double parking restriction, improved signing, provision of adequate bus turnouts, restriction of on-street parking during certain hours and prohibition of left turns.

Transfer of Development Rights

The conveyance of development rights by deed, easement, or other legal instrument authorized by local law to another parcel of land and the recording of that conveyance.

Transit-dependent

Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them and include TDM measures and traffic operations improvements. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage

Any tree with a trunk 50 inches or more in circumference (16 or more inches in diameter) measured at 24 inches above natural grade.

Trees, Street	Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.
Trip	A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")
Trip Generation	The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.
Trip Reduction Ordinances (TRO)	Ordinances aimed at encouraging employers and property owners to provide incentives to their employees to change their commute mode to work from driving along to ridesharing, walking, biking or taking mass transit.
Truck Route	A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.
Tsunami	A large ocean wave generated by an earthquake, vertical sea floor faulting, submarine volcanic eruptions or landslides, in or near the ocean.
Undevelopable	Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.
Undue	Improper, or more than necessary.
Uniform Building Code (UBC)	A national, standard building code that sets forth minimum standards for construction.
Uniform Housing Code (UHC)	State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).
Unique Farmland	Land that does not meet the criteria for prime farmland or farmland of statewide importance, that has been used for the production of specific high economic value crops at some time during the past 4 years.
Upper Eastside	Planning area composed of census tracts 1001, 1002 and 1212 and defined by City limits to the north, Highway 17 and the San Lorenzo River to the west, Water Street and Soquel Avenue to the south, and the City limits to the east.
Upper Westside	Planning area composed of census tracts 1003, 1005 and 1006 and defined by UCSC to the north, the City limits to the west, Mission Street to the south and Harvey West Park area to the east.
Urban Design	The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Limit Line	A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging urban sprawl by containing urban development during a specified period, and its location may be modified over time.
Urban Open Space	The absence of buildings or development, usually in well-defined volumes, within an urban environment. Also called plazas and promenades.
Urban Sprawl	Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.
Use	The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.
Use, Increase in Intensity	Any expansion of floor area, addition of dwelling unit(s), or addition of bedrooms that result in an increased parking requirement.
Use Permit	The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.
Utility Corridors	Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")
Vacancy Rate	Percentage of dwelling units that are vacant and for sale or rent at any given time.
Vacant/Undeveloped Lands	Lands or buildings that are not actively used for any purpose.
Variance	A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.
Vehicle Miles Traveled (VMT)	A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.
Very-Low-Income Housing	Housing affordable by those households whose income, with adjustment for household size, is less than 50% of the Santa Cruz County area-wide median household income.
View Corridor	The line of sight–identified as to height, width, and distance–of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.
Viewshed	The area within view from a defined observation point.
Visitor/Coastal Access Routes	Routes intended to be inviting to visitors and to provide convenient, clear access into and out of visitor and coastal destinations.
Volume-to-Capacity Ratio	A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that

theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use

A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation

The process by which wastewater that has undergone primary treatment is used to irrigate land.

Water Rights

A legal right to use surface water. This may be a common law riparian right wherein a property owner is entitled to use of water which touches his/her property or may be an appropriative right granted by the State Water Resource Control Board. Water rights specify the amount of water than can be used and may include such conditions as maintenance of a minimum downstream flow.

Water Supply Watershed

All of the land area that contributes surface runoff to an existing or proposed reservoir or intake used for water supply. This includes everything upstream of that point.

Watercourse; Waterway

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Waterfront Land

Any lot above "mean higher high water" as defined by the U.S. Coast and Geodetic Survey, and having frontage directly upon the shoreline as defined herein.

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Westside Lands

72-acre area near the western edge of the City consisting of the Terrace Point (61 acres) and the Swenson parcel (11 acres) bounded by the ocean (to the south), DeAnza Mobile Home Park and Antonelli Pond (to the east), the Southern Pacific Railroad tracks (to the north), and City limits and Long Marine Lab (to the west).

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water periodically or permanently. Wetlands are identified by the presence of at least one of three criteria: hydrology (periodically inundated or saturated), vegetation (at least seasonal domination of hydrophytes), or soils (hydric soils). The City's definition of wetlands includes estuaries, lagoons, inlets and ponds along with their associated marshes and tideflats.

Wildlife Corridor

Linear spaces that connect the various areas of an animal's habitat; links between feeding, watering, resting and breeding places.

Williamson Act

Known formally as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Workplace Use

The combination of a variety of businesses, from office to research and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs. (See also "Industrial Park.")

Zayante Fault

Parallels the San Andreas to the southwest and is potentially active. It has exhibited both horizontal and vertical movement, and evidence seems to indicate recent activity. The Zayante is capable of generating a major earthquake of magnitude 7.4 although the recurrence interval is unknown. Estimates range from 100 to a maximum of 10,000 years. Moderate potential for surface rupture exists along portions of the fault although there is still insufficient data on other segments.

Zero Lot Line

A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining

A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, flood plain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim

A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during General Plan preparation to provide a basis for permanent zoning.

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District

A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary

Development regulations that result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Incentive

The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits–such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level–are included in a project.

Zoning, Inclusionary

Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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